

## CLASS TWO NOTAMS

**May 24, 1984**

**Next Issue  
June 7, 1984**

# Notices to Airmen

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**U.S. Department of Transportation  
Federal Aviation Administration**

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## NOTICES TO AIRMEN

NOTAM information current as of May 8, 1984  
FDC NOTAMS listed thru FDC #4/996, May 9, 1984

### FOREWORD

This publication is divided into two sections:

(1) The first section contains selected notices which are expected to remain in effect for an extended period, and FDC NOTAMS which are current thru the FDC NOTAM number and date shown above. NOTAMS in this publication will not be included in the Flight Service Station Service A telecommunications system and are not included in pilot briefings unless specifically requested by the pilot. If NOTAMS concerning a facility are included both in the Service A system and this publication, the Service A system information takes precedence, that is, it is considered more current. Similarly, Service A and Class Two NOTAMS take precedence over information in the Airport / Facility Directory. Complete flight information can be obtained by receiving a weather briefing and reviewing both the Class Two NOTAMS and the Airport / Facility Directory.

The selected notices are included to reduce congestion on the teletype circuits. Only those notices which are expected to remain in effect for at least seven days after the effective date of the publication will be included. The number in parenthesis after each entry is the month and year when the item first appeared in this publication.

National Flight Data Center (FDC) NOTAMS primarily reflect changes to Standard Instrument Approach Procedures. FDC NOTAMS also establish Flight Restrictions and correct data on aeronautical charts.

The last FDC NOTAM included in the publication is noted by number and date. This will aid the user in updating the listing with any FDC NOTAMS which may have been issued after publication.

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication.

(2) The second section contains special notices that, either because they are too long or because they concern a wide or unspecified geographical area, are not suitable for inclusion in the first section.

The content of these notices vary widely and there are no specific criteria for inclusion, other than their enhancement of flight safety.

The cutoff date for information to be included in this section is three weeks prior to the effective date of the publication (seven weeks prior if graphics will be required).

All the information contained in this publication will be carried until the information expires, is cancelled, or in the case of permanent information, is published in the appropriate publication, e.g., the Airport / Facility Directory.

NOTE: ALL times are indicated as GMT or local. During periods of Daylight Saving Time, effective hours in local time will be one hour earlier than shown. All states observe daylight saving time except Arizona, that portion of Indiana in the Eastern Time Zone, Puerto Rico, and the Virgin Islands.

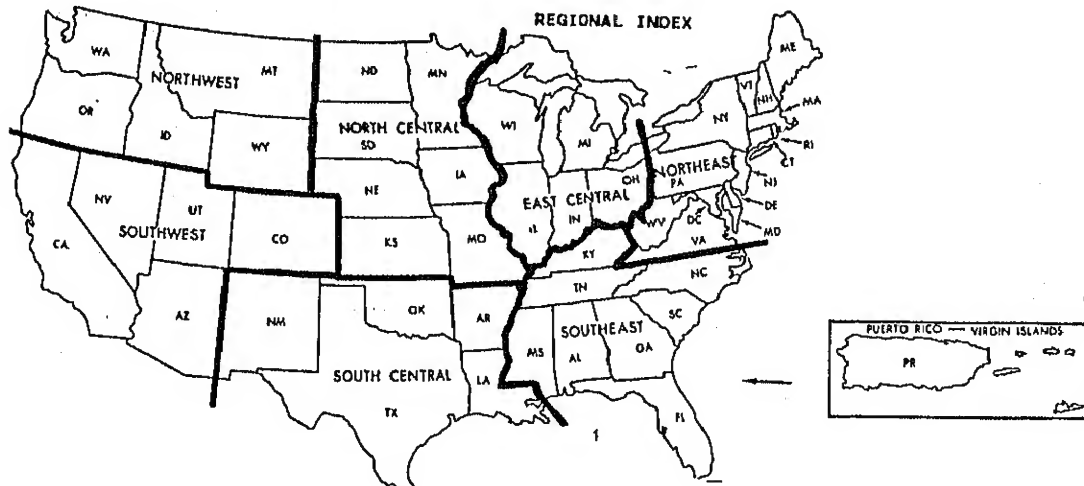
NOTE: Underscored items (except city names) indicate new information in this issue.

### FDC NOTAM LEGEND

4/103 ----- Accountability number assigned to the message originator.

FI/T ----- Flight Information of a Temporary nature.

FI/P ----- Flight Information of a Permanent nature.



SECTION ONE

\*\*\* GENERAL \*\*\*

[NOTICES TO AIRMEN]

NOTICE: ARPT ADVISORY PRACTICES  
RECOMMENDED OUTBOUND AND INBOUND REPORTS WHEN  
OPERATING AT AN ARPT WHERE THE TOWER IS NOT IN  
OPERATION.

a. PART-TIME TOWER CLSD OR TOWER TEMPORARILY  
CLSD AND FSS CLSD OR NO FSS. UNLESS OTHERWISE  
SPECIFIED IN AN APPLICABLE NOTAM BROADCAST POSITION  
OR INTENTIONS IN THE BLIND ON TOWER LOCAL CONTROL  
FREQUENCY OUTBOUND BEFORE TAKING RWY FOR TAKEOFF  
AND INBOUND ENTERING DOWNWIND AND FINAL.

b. PART-TIME TOWER CLSD OR TOWER TEMPORARILY  
CLSD AND FSS OPEN. FOR ARPT ADVISORY SERVICE (AAS)  
COMMUNICATE WITH FSS ON TOWER LOCAL CONTROL  
FREQUENCY OR FREQUENCY SPECIFIED IN APPLICABLE  
NOTAM.

NOTICE: COPIES OF SPECIAL FEDERAL AVIATION  
REGULATION NO. 49 (SFAR-49) WHICH CONTAINS THE  
AIRPORT, AIRSPACE, SECURITY, AND FLIGHT OPERATIONS  
REQUIREMENTS AND SERVICES FOR THE XXIII OLYMPIAD  
ARE AVAILABLE UPON REQUEST FROM:

DOT/FAA  
OFFICE OF PUBLIC AFFAIRS  
PUBLIC AND EMPLOYEE COMMUNICATIONS  
800 INDEPENDENCE AVE., S.W.  
WASHINGTON, D.C. 20591  
TELEPHONE: 202-426-8058.

[FDC NOTAMS]

FDC 4/262 FI/T YAP/ YAP YAP ISLAND TT. NDB RWY 7  
AMDT 4. DELETE NOTE ACTIVATE MRL RWY 7-25 REIL  
AND VASI RWYS 7 AND 25-123.6.

FDC 4/334 THE IRANIAN AIRSPACE IS CLOSED TO UNITED  
STATES AIRCRAFT. FLIGHT PLAN AND LATEST INFORMATION  
REGARDING AIRCRAFT THAT FLY IN THE PORTION OF  
TEHRAN FIR OVER THE PERSIAN GULF SHOULD BE MADE  
AVAILABLE TO TEHRAN ACC EITHER DIRECTLY OR THROUGH  
BAHRAIN ACC ORBANDAR ABBASS. BUSHAR ATC. AIRCRAFT  
THAT FAIL TO DO SO SHOULD REFRAIN FROM FLYING OVER  
AND IN THE VICINITY OF ANY INSTALLATION BELONGING  
TO ISLAMIC REPUBLIC OF IRAN. AREA CONTROL SERVICE  
PROVIDED BY TEHRAN ACC ALONG ATS 21 AND OTHER ATS  
ROUTES OVER THE PERSIAN GULF IS REDUCED TO FLIGHT  
INFORMATION SERVICE UNTIL FURTHER NOTICE DUE TO  
TEMPORARY DEFICIENCIES IN VHF COMMUNICATIONS.  
COMMUNICATIONS ARE AVAILABLE ON HF FREQUENCIES  
13336, 8847, 5680, 5603 AND 6624KH2 AND VHF  
FREQUENCIES 134.1 AND 118.1MHZ. TEHRAN ASSUMES NO  
RESPONSIBILITY FOR THE PORTIONS OF ATS ROUTES R21  
AND R56 WHICH ARE OVER THE HIGH SEAS. FLIGHTS MAY  
BE SUBJECT TO VISUAL IDENTIFICATION BY MILITARY  
AIRCRAFT ACCORDING TO ICAO REGULATIONS. OPERATORS  
OF U.S. REGISTERED AIRCRAFT SHOULD BE AWARE THAT  
THE FAA IS NOT A DIRECT RECIPIENT OF IRANIAN NOTAMS  
AND THAT THE ABOVE INFORMATION MAY NOT BE COMPLETE  
AND CURRENT. PILOTS PLANNING TO OPERATE IN THE  
PERSIAN GULF AREA SHOULD VERIFY NOTAMS WITH A  
FACILITY RECEIVING CURRENT-NOTAM INFORMATION. DUE  
TO THE TENSIONS AND HOSTILITIES IN THE PERSIAN GULF  
AREA IT IS RECOMMENDED THAT OPERATORS OF U.S.  
REGISTERED AIRCRAFT SHOULD CONTINUE TO FLIGHT PLAN  
SO AS NOT TO FLY OVER THE PERSIAN GULF EAST OF  
AIRWAY B-55 OR NORTH OF AIRWAY A-55.

FDC 4/392 OMEGA REPORTED POLAR CAP ANOMOLY, PCA, IN  
PROGRESS SINCE 160930Z FEB 84. USE CAUTION WHEN

NAVIGATING WITH POLAR PATH SIGNALS AS ERRORS MAY  
EXIST ON ALL NAVIGATIONAL FREQUENCIES. 10.2KHZ  
SIGNALS MAY BE IN ERROR AS MUCH AS 1/3 LANE.

FDC 4/423 THE CONSOLIDATED NOTAM SYSTEM ACTIVE  
SINCE 240245. FOLLOWING REQ/REPLY PROCEDURES  
UTILIZING SVC B OR AFTN ARE IN EFFECT.

ADDRESS REQUEST TO KDZZNA USING AFTN FORMAT  
OR SVC B..EXAMPLE..DCA GG KDZZNA

FDC NOTAMS..EXAMPLE..USE EXCLAMATION POINT OR  
WESTWIND ARROW (ADP CODE) DEPENDING ON YOUR  
EQUIPMENT FOLLOWED BY SVC

EXCLAMATION POINT (NO SPACE) SVC RQ DOM  
ACC=FDC LOC=BWI

THIS WILL GIVE FDC NOTAMS FOR BALTIMORE.  
EXCLAMATION POINT (NO SPACE) SVC RQ DOM  
ACC=FDC NT=3/102

THIS WILL GIVE ONLY FDC NOTAM NUMBER 3/102.  
INTERNATIONAL NOTAMS.

EXCLAMATION POINT (NO SPACE) SVC RQ INT  
LOC=EGGN

THIS WILL GIVE ALL INTERNATIONAL NOTAMS FOR  
LOCATION EGGN

EXCLAMATION POINT (NO SPACE) SVC RQ INT  
ACC=EGGNYN NT=AO05/B4

THIS WILL GIVE ONLY NOTAM AO05/B4 ISSUED BY  
EGGNYN NOTAM OFFICE. FACILITIES WHICH DO NOT HAVE

CAPABILITY OF TRANSMITTING AN EQUAL SIGN /=/ MAY  
MAKE THEIR REQUEST TO THE U.S. NOTAM OFFICE.

ADDRESS KDCAYN OR TELEPHONE 202-426-3390.

FDC 4/529 FDC FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF THE /SOA/ VORTAC 115 DEGREE RADIAL AT 029

NAUTICAL MILES. PURSUANT TO FEDERAL AVIATION  
REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE

IN EFFECT SURFACE TO 2000 FEET ABOVE GROUND LEVEL.  
/MCG/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 4/763 FDC FI/T AWYS. V51 HARRIS/HRS/GA VORTAC  
TO HINCH/HCH/TN VORTAC MEA 7000. V97 NELLO/GA FIX

TO HINDE/TN FIX MEA 9000. V16/V16S HINCH/HCH/TN  
VORTAC TO KNOXVILLE/TYS/TN VORTAC MEA 5000. V16

KNOXVILLE/TYS/TN VORTAC TO HOLSTON MOUNTAIN/HMV/TN  
VORTAC MEA 6000. V16S/V16S KNOXVILLE/TYS/TN VORTAC

TO SNOWBIRD /SCT/TN VORTAC MEA 7000.  
SNOWBIRD/SOT/TN VORTAC TO SUGARLOAF/SUG/ NC VORTAC

MEA 8000. V115 KNOXVILLE/TYS/TN VORTAC TO ROSAR KY  
FIX MEA 5100. V16N/V519 KNOXVILLE/TYS/TN VORTAC TO

FARLI TN FIX NA. V517 KNOXVILLE/TYS/TN VORTAC TO  
MIAMI KY FIX NA.

FDC 4/810 FLIGHT RESTRICTIONS WITHIN AN AREA  
BOUNDED BY 1938N/156W /KOA/ 135/003 TO 1957N/15836W

/MUF/ 120-005 TO 1959N/ 15820W /MUE/ 080/019 TO  
1935N/15509W /ITO/213/012 TO 1907N/16540W

/KOA/137/038 TO 1938N/156W /KOA/ 135/003. EFFECTIVE  
DAYLIGHT HOURS UNTIL FURTHER NOTICE. PURSUANT TO

FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 2000 FEET

ABOVE GROUND LEVEL. HONOLULU ARTCC BOB-734-6667 IS  
COORDINATING ATC FACILITY.

FDC 4/811 FDC FLIGHT RESTRICTION WITHIN THE LATERAL  
LIMITS OF

A. R2921 FROM 2849/8051W TO 2851N/8047W TO  
2851N/8042W THEN 003 NAUTICAL MILES FROM AND

PARALLEL TO THE SHORELINE TO 2845N/8038W TO  
2842N/8048W TO POINT OF ORIGIN.

B. R2922 FROM 2842N/8048W TO 2845N/8038W TO  
2840W/8040W TO 2838N/8047W TO POINT OF ORIGIN.

C. R2926 FROM 2841N/8044W TO 2829N/8041W TO  
2825N/8041W TO 2825N/8042W TO POINT OF ORIGIN.

D. R2927 FROM 2825N/8042W TO 2825N/8031W TO  
2823N/8035W TO 2823N/8041W TO POINT OF ORIGIN.

EFFECTIVE 130830 GMT APRIL 84.

PURSUANT TO FEDERAL AVIATION REGULATION 91.91  
TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT.

- A. R2921 SURFACE TO 8000 FEET ABOVE GROUND LEVEL.
- B. R2922 SURFACE TO 1200 FEET ABOVE GROUND LEVEL.
- C. R2926 SURFACE TO 1200 FEET ABOVE GROUND LEVEL.
- D. R2927 SURFACE TO 8000 FEET ABOVE GROUND LEVEL.

MELBOURNE FL /MLB/ IS COORDINATING FLIGHT SERVICE STATION.

FDC 4/816 FDC PURSUANT TO FAR 91.91 THE FOLLOWING TEMPORARY RESTRICTED AREA IS ESTABLISHED 1500 FT AGL AND BELOW FOR FIXED WING AIRCRAFT 500 FT AGL AND BELOW FOR HELICOPTERS IN THAT AREA FROM THE HILO VORTAC TO A POINT ON THE HILO VOR RADIAL 170 AT 25 NM THENCE DIRECT TO THE SUMMIT OF MAUNA LOA DIRECT TO A POINT ON THE HILO VOR RADIAL 255 AT 25 NM DIRECT TO THE HILO VORTAC. THAT AREA ENCOMPASSING THE MOUNTAIN VIEW AIRPORT AND THE HILO AIRPORT TRAFFIC AREA ARE EXCLUDED. AIRCRAFT OPERATING IN THE VICINITY OF THE TEMPORARY RESTRICTED AREA SHOULD USE FREQUENCY 122.7 PERMISSION TO OPERATE IN THE RESTRICTED AREA AT ALTITUDES LOWER THAN THOSE SPECIFIED ABOVE MUST BE OBTAINED FROM HILO CIVIL DEFENSE AGENCY PHONE 935-0031. ALSO A FLIGHT PLAN MUST BE FILED WITH HNL FSS IN ACCORDANCE WITH 91.91.

\*\*\* ALASKAN SUPPLEMENT \*\*\*

ALASKA

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON ALASKA OTHER THAN FDC NOTAMS CONSULT THE ALASKAN SUPPLEMENT.

[FDC NOTAMS]

FDC 4/116 FI/T /BRW/WILEY POST-WILL ROGERS MEMORIAL, BARROW AK. ILS/DME RWY 6 AMDT 1, TRML RTE BROWERVILLE NDB TO I-BRW SW CRS/ 6 DME VIA 247 BRG/5NM FROM BROWERVILLE NDB. ALT 2000. BROWERVILLE IDENT CHANGED TO V1R AND RELOCATED TO LAT 71-16-58N LONG 66-46-52W.

FDC 4/182 FI/T /ENA/KENAI MUNI KENAI AK. VOR RWY 19 AMDT 12. ILS RWY 19 AMDT 3. CHANGE MISSED APCH TO READ...CLIMBING RIGHT TURN TO 2000 DIRECT ENA VOR OR WHEN DIRECTED BY ATC CLIMBING RIGHT TURN TO 2000 VIA HDG 320 AND ENA R-275 TO TWIGI 8 DME AND HOLD WEST RIGHT TURNS 095 INBOUND.

FDC 4/364 FI/T /SIT/ SITKA SITKA AK. NDB-A ORIG FAC 002 BRG FROM SIT NDB. LDA/DME RWY 11 AMDT 6/TRML ROUTE SIT NDB TO I-SIT LDA NW CRS/4 DME VIA 347 BRG/14.8 NM FROM SIT NDB/ALT 4200. VOR-A AMDT 7/TRML ROUTE SIT NDB TO BKA VORTAC VIA 018 BRG/O.3 NM ALT 1700.

FDC 4/713 FI/T /CDB/COLD BAY, COLD BAY, AK. NDB RWY 14 AMDT 9, ILS RWY 14 AMDT 12, LOC/DME BC RWY 32 AMDT 4, VOR RWY 14 AMDT 10, VORTAC-A AMDT 3, CAT D CIRCLING NA WEST OF RWY 14-32.

FDC 4/721 FI/T /GAL/GALENA, GALENA, AK. RADAR-1 AMDT 7, PAR RWY 7 NA. PAR RWY 25, TCH 32. PAR RWY 25 RPI 733.

FDC 4/905 FI/T /SCC/DEADHORSE, DEADHORSE, AK. VOR RWY 4 AMDT 2 SI MDA 520/HAT 463 ALL CATS. CIRCLING CAT A MDA 520/HAT 463. VOR/DME RWY 4 ORIG, SI MDA

460/HAT 403 ALL CATS. SI VIS CAT C RVR 4000, CAT D RVR 6000. REASON..TMPRY DRILL RIG 2.5 MILES SW OF ARPT.

FDC 3/551 FI/T /SIT/ SITKA SITKA, AK. LDA/DME RWY 11 AMDT 6 TRML RTE R-066/25 DME BKA VORTAC TO I-SIT LDA E CRS 6 DME AND I-SIT LDA E CRS 6 DME TO I-SIT LDA W CRS 4 DME NA.

FDC 3/1716 FI/T /FAI/ FAIRBANKS INTL FAIRBANKS AK. ILS RWY 19R AMDT 19 HI-ILS RWY 19R DSTC MM TO THR 0.5 NM ALT A MM 634 FT DELETE A1 COMPASS LOCATOR AT MM /FREQ 215 KHZ/. NDB RWY 19R AMDT 16 DELETE COMPASS LOCATOR AT MM.

FDC 3/2260 FI/P EFFECTIVE 10/30/83 TIME ZONES REALIGN IN ALASKA AS FOLLOWS...

1. YUKON STANDARD TIME ZONE /GMT-9/ /-8DT/ INCLUDES THE ENTIRE STATE OF ALASKA EXCEPT FOR THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30 MINUTES WEST LONGITUDE.

2. ALASKA - HAWAII STANDARD TIME ZONE /GMT-10/ /-9DT/ INCLUDES THE ENTIRE STATE OF HAWAII AND THAT PART OF THE ALEUTIAN ISLANDS WEST OF 169 DEGREES 30 MINUTES WEST LONGITUDE.

AERONAUTICAL PUBLICATIONS/CHARTS WILL BE CORRECTED BEGINNING 11/24/83. CONTACT FLIGHT SERVICE STATION FOR CORRECT DATA.

FDC 2/683 FI/T /PHO / POINT HOPE POINT HOPE AK. NDB RWY 1 ORIG AND NDB RWY 19 ORIG ALTN MINS NA.

FDC 2/684 FI/T /Z60/ AMBLER AMBLER AK NDB RWY 36 ORIG ALTN MINS NA.

\*\*\* PACIFIC SUPPLEMENT \*\*\*

HAWAII

[NOTICES TO AIRMEN]

FOR FURTHER INFORMATION ON HAWAII OTHER THAN FDC NOTAMS CONSULT THE PACIFIC SUPPLEMENT.

[FDC NOTAMS]

FDC 4/355 FI/T AWYS HI. AWY 7 MOANA FIX TO LANAI VORTAC. DELETE PUBLISHED MOCA.

FDC 4/456 FI/T AWYS/HI. EFFECTIVE IMMEDIATELY HAWAII V20 JIGEL INT/LNY 40 DME MRA IS 4000 FEET.

FDC 4/630 FI/P /KDA/KE-AHOLE KAILUA-KONA HI U S APCH AND LNDG CHART LOC BC RWY 35 AMDT 5 COR ALTERNATE MINS TO STANDARD - NA WHEN CTLZ NOT IN EFFECT. VOR/DME OR TACAN RWY 17 AMDT 2 COR ALTERNATE MINS TO STANDARD - NA WHEN CTLZ NOT IN EFFECT EXCP FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE.

FDC 4/730 FLIGHT RESTRICTION WITHIN DESIGNATED TRIANGULAR AREA OF HILO HI. /ITO/VORTAC 180 DEGREE RADIAL AT 25 NAUTICAL MILES DIRECT TO MAUNA LOA SUMMIT DIRECT TO HILO /ITO/VORTAC VIA THE 300 DEGREE RADIAL. PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE IN EFFECT SURFACE TO 1500 FEET ABOVE GROUND LEVEL.

FDC 4/744 PURSUANT TO FEDERAL AVIATION REGULATION 91.91 TEMPORARY FLIGHT RESTRICTIONS ARE DESIGNATED FOR THE FLWG AIRSPACE WITHIN DESIGNATED AREA OF HILO/ITO/VORTAC 210 DEG RADIAL 30NM CLOCKWISE ARC TO 30NM ON THE HILO VORTAC 260 DEG RADIAL THENCE DRCT TO HILO VORTAC VIA THE 260 DEG RADIAL 1500

FEET ABOVE GROUND LEVEL AND BELOW FOR FIXED WING AIRCRAFT AND 500 FEET ABOVE GROUND LEVEL AND BELOW FOR HELICOPTERS EXCLUSIVE OF THE HILO AIRPORT TRAFFIC AREA AND THAT PORTION OF R3103. NO PERSON MAY OPERATE AN AIRCRAFT WITHIN DESIGNATED AIRSPACE UNLESS AUTHORIZED BY PROVISIONS OF FAR 91.91.

FDC 4/783 FI/T /DGG/KAHULUI KAHULUI HI ILS RWY 2 AMDT 17. ADD 2ND ALTERNATE MISSED APPROACH QUOTE..OR WHEN DIRECTED BY ATC..CLIMB TO 3000 ON LOC 024 NE COURSE THEN CLIMBING RIGHT TURN TO 5000 VIA DGG LOC 204 NE COURSE AND LOC 204 SW COURSE TO CAMPS INT AND HOLD W LT 095 INBOUND UNQUOTE.

FDC 3/2575 FI/T AWY V16-21 PEBLE INT TO MAKAI INT MEA 5000 FT AMSL.

\*\*\* NORTHWEST \*\*\*

IDAHO

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/667 FI/T /IDA/FANNING FIELD/IDAHO FALLS/ ID. ILS RWY 20 AMDT 4. SI-ILS-20 DH 4982/HAT 250/VIS 3/4 ALL CATS/ SI-LOC-20 VIS 3/4 CATS A/B/C. VOR RWY 20 AMDT 5. SI-20 VIS 3/4 CATS A/B/C.

FDC 3/696 FI/T /IDA/ FANNING FIELD IDAHO FALLS, ID. ILS RWY 20 AMDT 4 TRML RTE DBS VORTAC TO UCONN LOM NA.

FDC 3/1589 FI/T COE/COEUR D ALENE AIR TERMINAL COEUR D ALENE ID. ILS RWY 5 AMDT 1 ADD NOTE..GS UNUSABLE BELOW 2470.

FDC 2/2501 FI/T /IDA / FANNING FIELD IDAHO FALLS ID. LOC 8C RWY 2 AMDT 1 ADD NOTE..DISREGARD GLIDE SLOPE INDICATIONS.

FDC 1/1899 FI/T /TWF/ TWIN FALLS CITY-COUNTY ARPT JOSLIN FLD/ TWIN FALLS/ ID. NDB RWY 25 AMDT 4/ ILS RWY 25 AMDT 5. WHEN TWF ATCT NOT IN OPN ALTN MINS NA.

MONTANA

[NOTICES TO AIRMEN]

CUT BANK

CUT BANK VORTAC (CTB) UNMONITORED AND WITHOUT VOICE WHEN CTB FSS CLSD. CUT BANK NDB (CTB) UNMONITORED WHEN CTB FSS CLSD. CUT BANK FSS HRS 0600-2200 LCL OTHER HRS CTC GREAT FALLS FSS. (4/84)

HELENA

HELENA REGIONAL ATCT-A/C: ATCT HRS 0600-2200 LCL. (4/84)

SHELBY

SHELBY NDB (SBX) UNMONITORED WHEN CTB FSS CLSD. (4/84)

[FDC NOTAMS]

FDC 4/774 FI/T /HLN/HELENA REGIONAL HELENA MT. STANDARD INSTRUMENT DEPARTURE- STAKK ONE DEPARTURE/PILOT NAV/PROC NA FOR RWY 26 DEPARTURES.

FDC 4/995 FI/T /CTB/BUTBANK MUNI, BUTBANK, MT. VOR RWY 31 AMDT 11, WHEN CTB FSS CLOSED PROC AND ALTN MINS NA.

FDC 3/1583 FI/T /MSO/ MISSOULA COUNTY MISSOULA MT. ILS-1 RWY 11 AMDT 7 AND ILS-2 RWY 11 AMDT 3. GS UNUSBL BELOW 3500.

FDC 3/1804 FI/T /BTM/ BERT MOONEY, BUTTE MT. LOC/DME RWY 15. AMDT 3. SI-15 AND CIRCLING VIS MINS 2 1/2 MILES FOR CAT A AND B. ALTN MINS 1500-3 FOR CAT A AND B.

FDC 3/2139 FI/T /SDY/ SIDNEY-RICHLAND MUNI SIDNEY MT. NDB/DME RWY 1 ORIG. PROC NA.

FDC 2/375 FI/T /GGW/ GLASGOW INTL. GLASGOW, MT. NDB RWY 12. AMDT 2 AND NDB RWY 30 AMDT 2 PROCS NA.

FDC 2/1974 FI/T /BIL / BILLINGS LOGAN INTL BILLING MT. NDB RWY 9L AMDT 18 ILS RWY 9L AMDT 23 LOC BC RWY 27R AMDT 6 WHEN BIL ATCT NOT IN OPN ATLN MINS NA.

FDC 1/1898 FI/T /GTF/ GREAT FALLS INTL/ GREAT FALLS/ MT. NDB RWY 34 AMDT 13/ ILS RWY 3 ORIG/ ILS RWY 34 AMDT 17. WHEN GTF ATCT NOT IN OPN ALTN MINS NA.

FDC 1/3193 FI/T /SBX/ SHELBY SHELBY MT. NDB RWY 23 AMDT 3 ALTN MIN NA WHEN CTB FSS CLSD.

FDC 1/3199 FI/T /CTB/ CUT BANK MT. VOR RWY 31 AMDT 11 PROC NA WHEN CTB FSS CLSD. EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE.

OREGON

[NOTICES TO AIRMEN]

ONTARIO

ONTARIO MUNI: APCH/DEP SERVICE PROVIDED BY SALT LAKE CITY ARTCC ON FREQS 126.35/360.6. (4/84)

[FDC NOTAMS]

FDC 4/385 FI/T /BKE/BAKER MUNICIPAL, BAKER, OR. VOR/DME RWY 12, AMDT 9. PROCEDURE TURN NA.

FDC 4/584 FI/T /TTD/PORTLAND-TROUTDALE/PORTLAND/OR. IFR DEP PROC. CHANGE NE-BOUND V448S TO NE-BOUND V46B.

FDC 3/242 FI/T /RDM/ ROBERTS FIELD REDMOND, OR. ILS RWY 22 ORIG TRML RTE R-346 RDM VORTAC CW TO LOC COURSE VIA RDM VORTAC 22 DME ARC ALT 7800.

FDC 3/274 FI/T /MFR/ MEDFORD-JACKSON COUNTY MEDFORD, OR. VOR/DME RWY 14 ORIG. SI MDA 2000/HAT 691 VIS 2400 RVR CAT A.

FDC 3/1229 FI/T /DLS/ THE DALLES MUNI THE DALLES OR. VOR/ DME-A AMDT 2 MDA 1840/ HAA 1687 ALL CATS. VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3.

FDC 3/1404 FI/T /RBG/ ROSEBURG MUNI ROSEBURG OR. IFR DEPARTURE PROCEDURE..CHANGE V287E TO V44B AND V23W TO V495.

FDC 3/1671 FI/T /PDX/ PORTLAND INTL PORTLAND OR.  
LOC BC RWY 10L AMDT 11. DISREGARD GS INDICATIONS.

FDC 3/1968 FI/T /PDX/PORTLAND INTERNATIONAL.  
PORTLAND, OR. VOR-A AMDT 6 CIRCLING CAT A MDA  
860/HAA 834/VIS 1 CAT B MDA 900/HAA 874/ VIS 1 1/4,  
CAT C MDA 900/HAA 874/VIS 2 1/2, CAT D MDA 1140/HAA  
1114/ VIS 3. DME MINIMA CAT C MDA 720/HAA 694/VIS  
2, CAT D MDA 980/HAA 954/VIS 3. ALTN MINS 1200-3.  
PDX 6 DME FIX 860.

FDC 3/1980 FI/T /EUG/ MAHLON SWEET FIELD EUGENE OR.  
VOR/DME OR. TACAN RWY 3 AMDT 2 SI MINS NA AT NIGHT  
WHEN ATCT CLOSED.

FDC 3/2027 FI/T /AST/ PORT OF ASTORIA, ASTORIA OR.  
VOR RWY 13 AMDT 12 PROC NA.

FDC 2/2081 FI/T /PDT / PENDLETON MUNI PENDLETON OR.  
ILS RWY 25 AMDT 21. SI VIS 3/4 ALL CATS. FAR 135  
AUTH RWY 25 3/4 MILE.

FDC 1/2136 FI/T /MFR/ MEDFORD-JACKSON COUNTY ARPT  
MEDFORD OR. ILS RWY 14 AMDT 10 AND LOC /DME BC-B  
AMDT 3. WHEN MFR ATCT NOT IN OPN ALTN MINS NA.

FDC 1/2248 FI/T /PDT/ PENDLETON MUNI/ PENDLETON/  
OR. NDB-A AMDT 5/ ILS RWY 25 AMDT 21. WHEN PDT ATCT  
NOT IN OPN ALTN MINS NA.

FDC 1/2769 FI/T /LMT/ KINGSLEY FLD KLAMATH FALLS,  
OR. VOR /DME RWY 14 /TAC/ ORIG AND VOR /DME RWY 32  
/TAC/ ORIG. CAT A AND B CIRCLING MDA 4980/HAA  
888/VSBY 1 1/4 CAT C CIRCLING MDA 4980/HAA 888 VSBY  
2 3/4.

#### WASHINGTON

[NOTICES TO AIRMEN]

#### SPOKANE

FELTS NDB (SFF) CMSND EFFECTIVE 30 AUG 84. (4/84)

MARSHALL NDB (MZ5) DCMSND EFFECTIVE 30 AUG 84.  
(5/84)

[FDC NOTAMS]

FDC 4/59 FI/T /KLS/ KELSO-LONGVIEW AIRPORT, KELSO,  
WA. NDB-A AMDT 1. CIRCLING NA NE OF RWY 11-29.

FDC 4/380 FI/T /ELN/BOWERS FIELD, ELLENSBURG, WA.  
IFR DEPARTURE PROCEDURE CHANGE S-BOUND V25/25W TO  
READ S-BOUND V25/V468 AND CHANGE W-BOUND V2/V2S TO  
W-BOUND V2/V187.

FDC 4/382 FI/T /S44/ SPANAWAY, SPANAWAY, WA. IFR  
DEPARTURE PROCEDURE CHANGE E-BOUND V45 TO E-BOUND  
V187.

FDC 4/582 FI/T /GOS/PEARSON AIRPARK, VANCOUVER/WA.  
IFR DEP PROC CHANGE NE-BOUND V44BS TO V468.

FDC 4/583 FI/T /PSC/TRI-CITIES/PASCO/WA. IFR DEP  
PROC CHANGE SE-BOUND V4N-V112W-V298 TO SE-BOUND  
V298 AND W-BOUND V298/ V298N TO W-BOUND V298/V204.

FDC 4/640 FI/T /MWH/MOSES LAKE, WA. VOR V448 RUBEL  
INT TO MWH VOR MEA 4000 NE-BOUND, 6000 SW-BOUND.

FDC 3/426 FI/T /SEA/ SEATTLE WA VORTAC V-4...V-495  
SEA VORTAC TO LOFAL INT MEA 6000. V-4 LOFAL INT TO

JAWBN INT MEA 7500 V-495 LOFAL INT TO DISCO INT MEA  
7500. V-287 PAE VOR TO LOFAL INT MEA 5000 WESTBOUND  
3000 EASTBOUND.

FDC 3/545 FI/T /DLM/ VORTAC WA. V165 LOATH INT TO  
OLM MEA 6000. V287 PDX VORTAC TO OLMEA 6000, V23  
PDX VORTAC TO MCKEN INT MEA 6000. MALAY INT MRA  
9500.

FDC 3/739 FI/T /BFI/ BOEING FIELD KING COUNTY INTL  
SEATTLE, WA. LOC BC RWY 31L AMDT 8 MSA FROM SEA  
VORTAC 180-360 3400.

FDC 3/740 FI/T /SEA/ SEATTLE-TAKOMA INTL SEATTLE,  
WA. NDB RWY 16L/R AMDT 3 MSA FROM PARKK LOM 180-360  
4500. NDB 34R AMDT 4 ILS RWY 34R AMDT 8 MSA FROM  
DONDO LOM 180-360 3400. VOR RWY 16L/R AMDT 8 VOR  
RWY 34L/R AMDT 5 MSA FROM SEA VORTAC 180-360 3400.

FDC 3/754 FI/T /OLM/ OLYMPIA OLYMPIA, WA. VOR/DME  
RWY 35 AMDT 10. TRML RTE WINLO INT TO CETRA INT NA.

FDC 3/1352 FI/T /S19/ FRIDAY HARBOR ARPT FRIDAY  
HARBOR WA. ASR ORIG MISSED APCH PROC CLIMBING RT  
TO 2000 VIA HEADING 130 FOR RADAR VECTORS.

FDC 3/1353 FI/T /76S/ OAK HARBOR AIR PARK OAK  
HARBOR WA. ASR RWY 25 ORIG MISSED APCH PROC  
CLIMBING LT TO 2000 VIA HEADING 150 FOR RADAR  
VECTORS.

FDC 3/1408 FI/T /BFI/ BOEING FIELD/KING COUNTY  
INTL, SEATTLE, WA. ILS RWY 13R, AMDT 22, TRML ROUTE  
PAINE VOR TO NOLLA LOM NA. LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS. LOC BC RWY 31L AMDT 8,  
PROC TURN NA. RADAR REQUIRED. LOC UNUSBL BEYOND 20  
DEGS EAST OF I-BFI LOC CRS.

FDC 3/1670 FI/T /60S/ PEARSON AIRPARK VANCOUVER WA.  
LDA BC RWY 8 AMDT 2. DISREGARD GS INDICATIONS.

FDC 3/2007 FI/T /TIW/ TACOMA NARROWS TACOMA WA. ILS  
RWY 17 AMDT 4 TERMINAL ROUTE CARRO INT TO SCENN  
OM/INT NA.

FDC 3/2127 FI/T /MWH/ GRANT COUNTY, MOSES LAKE, WA.  
VOR Y 3 AMDT 3. SI 3 MDA 1600/HAT 415 CAT A/B/C/D  
CAT C VIS 1 1/4.

FDC 2/2714 FI/T /HQM/ BOWERMAN HOQUIAM, WA. LOC RWY  
24 AMDT 1. VOR RWY 6 AMDT 12, VOR/DME RWY 24 AMDT  
3, NA WHEN HQM FSS CLSD.

FDC 2/2725 FI/T /HQM/ HOQUIAM, WA. VORTAC. THE  
FOLLOWING MEA IS EFFECTIVE WHEN HQM FSS CLSD V187  
OLM TO RINDS INT 5000 SOUTHWEST BOUND. USE OF V112  
HQM TO AST NA.

FDC 2/2731 FI/T /MWH/ GRANT COUNTY AIRPORT/ MOSES  
LAKE, WA. RNAV RWY 21 AMDT 5. CHANGE TRML RTE BRG  
FROM EASEL WP TO MALEE WP TO 258 DEGS VICE 274  
DEGS.

FDC 1/2989 FI/T /BFI/ BOEING FLD/ KING COUNTY INTL/  
SEATTLE WA. NDB-A AMDT 6 ILS RWY 13R AMDT 22 LOC BC  
RWY 31L AMDT 8. WHEN BFI ATCT NOT IN OPN ALTN MINS  
NA.

#### WYOMING

[NOTICES TO AIRMEN]

#### BIG PINEY

BIG PINEY MUNI ARPT: RWY 08/26 CLSD INDEFIN. (5/84)

FDC 2/2583 FI/T /ENV/ WENDOVER WENDOVER. UT.  
VOR/DME OR TACAN-A AMDT 1. PROC NA.

\*\*\* NORTH CENTRAL \*\*\*

IOWA

[NOTICES TO AIRMEN]

KNOXVILLE

KNOXVILLE MUNI ARPT: RWY 15 REIL CMSND. (4/84)

MAPLETON

MAPLETON MUNI ARPT: ACTIVATE REIL RWY 20 122.8.  
(5/84)

SIOUX CITY

SIOUX CITY MUNI ARPT: WHEN ATCT CLSD ACTIVATE ALS  
RWY 13 & 31, HIRL RWY 13/31 & VASI RWY 13 118.7.  
(5/84)

[FDC NOTAMS]

FDC 4/872 FI/T /EBS/WEBSTER CITY MUNI WEBSTER CITY  
IA NDB RWY 32 AMDT 5....PROC NA.

FDC 4/974 FI/T /IOW/IOWA CITY MUNI, IOWA CITY, IA.  
RNAV RWY 24 ORIG. SI-24 ALL CATS MDH 1180/HAT 522.  
CAT C VIS 1 1/2. CAT D VIS 1 3/4. CIRCLING CATS  
A/B MDA 1240/HAA 579. VOR RWY 35 AMDT 9 CIRCLING  
CAT A/B MDA 1240/HAA 579 - NDB RWY 6 ORIG. NDB/VOR  
MINS CIRCLING CATS A/B MDA 1240/HAA 579 - NDB RWY  
30 ORIG. SI-30 ALL CATS MDA 1180/HAT 523. CAT C VIS  
1 1/2. CAT D VIS 1 3/4. CIRCLING CATS A/B MDA  
1240/HAA 579. TKOF MINS RWY 35 300-1 REQUIRED.  
REASON - TMPRY 928 MSL CRANE 3100 NORTH OF RWY 17.

FDC 3/2495 FI/T /AMW/ AMES MUNI AMES IA. LOC RWY 31  
AMDT 2. NDB RWY 31 AMDT 8 CAT A/B SI-31 VIS 1 MILE.  
ADD NOTE - INOP TABLE DOES NOT APPLY TO MALS. VOR  
RWY 31 AMDT 7 CAT A SI-31 VIS 1 MILE. ADD NOTE:  
INOP TABLE DOES NOT APPLY TO MALS.

FDC 3/2536 FI/T /6C5/ INDEPENDENCE MUNI  
INDEPENDENCE IA. NDB RWY 17 ORIG...PROC NA AT  
NIGHT.

FDC 3/2597 FI/T /CWI/CLINTON MUNI, CLINTON IA. NDB  
RWY 14 ORIG, PROC NA.

KANSAS

[NOTICES TO AIRMEN]

MANKATO

MANKATO VORTAC (TKO) MONITORED CONTINUOUS. (4/84)

[FDC NOTAMS]

FDC 4/49 FI/T /GLD/ RENNER FIELD/ GOODLAND MUNI/  
GOODLAND KS. NDB RWY 30 AMDT 5/ VOR RWY 30 AMDT  
6/VOR/DME RWY 30 AMDT 4/ALTN MINS NA. ACTIVATE  
MALS RWY 30 - 123.6 WHEN GOODLAND FSS CLOSED. ILS  
RWY 30 AMDT 1 ILS AND LOC ALTN MINS NA. ACTIVATE  
MALS RWY 30 - 123.6 WHEN GOODLAND FSS CLOSED. RNAV

RWY 12 AMDT 3 ACTIVATE MALS RWY 30 - 123.6 WHEN  
GOODLAND FSS CLOSED.

FDC 4/318 FI/T /SLN/SALINA MUNI/SALINA/KS. NDB RWY  
35 AMDT 13/ILS RWY 35 AMDT 16/VOR RWY 17 AMDT  
15/RNAV RWY 17 AMDT 8 CAT D AND E CIRCLING NA SW OF  
RWY 12-30.

FDC 4/704 FI/T /FOE/FORBES FIELD TOPEKA KS. NDB  
RWY 31 AMDT 5 MISSED APPROACH ALTITUDE 3500. REASON  
2549 TOWER IN MISSED APPROACH AREA.

FDC 4/881 FI/T /KCK/FAIRFAX MUNI KANSAS CITY KS LOC  
RWY 35..AMENDMENT 1..STRAIGHT-IN MDA..ALL  
CATEGORIES 1240.. HAA 497.

FDC 3/145 FI/ AWY KS. V216 ORION INT TO HILL CITY  
VOR MEA 6300 WHEN GOODLAND FSS CLSD.

FDC 3/227 FI/T AWY/ KS. V192 GOODLAND /GLD/ VORTAC  
TO ORION INT MEA 10000 WHEN GOODLAND FSS CLSD.

FDC 3/447 FI/T /TOP/ PHILIP BILLARD MUNI TOPEKA,  
KS. NDB RWY 13 AMDT 26 ILS RWY 13 AMDT 27 MIN ALT  
DIETS INT TO BILOY LOM 3500.

FDC 3/988 FI/T /KCK/ FAIRFAX MUNI KANSAS CITY, KS.  
LOC-E AMDT 1 LOC RWY 35 AMDT 1 VOR-D AMDT 6 VOR RWY  
17 AMDT 12 RNAV RWY 17 AMDT 5 RNAV-C AMDT 6 CHANGE  
CIRCLING NOTES TO READ CIRCLING NOT AUTHORIZED EAST  
OF RWY 17/35.

FDC 3/1574 FI/T /LBL/ LIBERAL MUNI LIBERAL KS. RNAV  
RWY 12 AMDT 3: SI MDA ALL CATS 3360..HAT 473. SI  
VIS CAT C 1 1/4. CAT D 1 1/2. HORIZONTAL DSTC MDA  
TO MAP ON GS 1.4 NM. CIRCLING MDA CATS A/B/C 3360,  
HAA 473. WHEN USING GARDEN CITY ALSTG ALL CIRCLING  
MDAS BECOME 3620. VOR RWY 3 AMDT 1: DME SI MDA ALL  
CATS 3300, HAT 417. DME SI VIS CAT C 1 1/4. DME  
CIRCLING MDA CATS A/B/C 3360, HAA 473. VOR/DME RWY  
17 AMDT 2: SI MDA ALL CATS 3300, HAT 425. SI VIS  
CAT C 1 1/4. CIRCLING MDA CATS A/B/C 3360, HAA 472.  
WHEN USING GARDEN CITY ALSTG ALL CIRCLING MDAS  
BECOME 3600. VOR RWY 35 AMDT 10: SI MDA ALL CATS  
3340, HAT 466. SI VIS CAT C 3/4. DELETE INOP TABLE  
NOTE. CIRCLING MDA CATS A/B/C 3360, HAA 473. WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600. ILS RWY 35 AMDT 2: SI LOC MDA ALL CATS 3260  
HAT 386. CIRCLING MDA CATS A/B/C 3360, HAA 473 WHEN  
USING GARDEN CITY ALSTG ALL CIRCLING MDAS BECOME  
3600. VOR/DME RWY 35 AMDT 2: SI MDA ALL CATS 3300,  
HAT 426. SI VIS CAT C 3/4, CAT D SI 35 VIS  
INCREASED 1/4 MILE FOR INOP MALS. CIRCLING MDA  
CATS A/B/C 3360, HAA 473. WHEN USING GARDEN CITY  
ALSTG ALL CIRCLING MDAS BECOME 3600. RSN: TEMP OIL  
RIG LOCATED 7100 FT SOUTH RWY 35.

FDC 3/2268 FI/T /1K2/ CLAY CENTER MUNI CLAY CENTER  
KS. IFR TKOF MINS RWY 35 STANDARD. RWY 17 /300-1/.

FDC 2/1261 FI/T /FSK/ FORT SCOTT MUNI FORT SCOTT  
KS. NDB RWY 17 AMDT 6 CHANGE NOTE..USE CHANUTE  
ALSTG. WHEN NOT AVAILABLE USE JOPLIN ALSTG AND ALL  
MDAS BECOME 1640 FT.

FDC 2/1263 FI/T /2K7/ NEODESHA MUNI NEODESHA KS.  
VOR RWY 2 ORIG. CHANGE NOTE TO..USE CHANUTE ALSTG.  
WHEN NOT AVAILABLE USE JOPLIN ALSTG AND INCREASE  
ALL MDAS 200 FT.

FDC 2/2857 FI/T /CFV/ COFFEYVILLE MUNI COFFEYVILLE,  
KS. NDB RWY 35 AMDT 6 CHANGE NOTE TO.. OBTAIN  
LOCAL ALSTG ON UNICOM 123.0 WHEN NOT AVAILABLE THE  
FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH  
APPROVED WEA REPORTING SERVICE /A/ USE JOPLIN  
ALSTG. /B/ ALL MDA/S BECOME 1500. RNAV RWY 35 ORIG  
CHANGE NOTE TO.. OBTAIN LOCAL ALSTG ON UNICOM  
123.0. WHEN NOT AVAILABLE THE FOLLOWING APPLIES



EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE /A/ USE JOPLIN ALSTG. /B/ ALL MDA/S BECOME 1440. VOR/DME-A AMDT 3 CHANGE NOTE TO.. OBTAIN LOCAL ALSTG ON UNICOM 123.0 WHEN NOT AVAILABLE THE FOLLOWING APPLIES EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE /A/ USE JOPLIN ALSTG. /B/ ALL MDA/S BECOME 1380.

#### MINNESOTA

##### [NOTICES TO AIRMEN]

#### MINNEAPOLIS

FLYING CLOUD ARPT: ATCT & CTLZ HRS 0700-2200 LCL  
LCL MAY-DCT, 0700-2100 LCL NOV-APR. (4/84)

#### ST CLOUD

ST CLOUD MUNI ARPT: MIRL RWY 13/31 PRESET TO LOW INTSTY. TO INCREASE INTSTY & ACTIVATE MIRL RWY 05/23, REIL RWYS 05 & 13 & MALSR RWY 31 122.7. (4/84)

##### [FDC NOTAMS]

FDC 4/953 FI/T /BRD/BRAINERD-CROW WING COUNTY/WALTER F. WIELAND FIELD, BRAINERD, MN. ILS RWY 23 ORIG SI LOC RWY 23 ALTN MINS NA. NDB RWY 23 AMDT 1 ALTN MINS NA.

FDC 3/2099 FI/T /MKT/ MANKATO MUNI MANKATO MN. LOC RWY 33 ORIGINAL VOR RWY 15 AMDT 3 VOR RWY 33 AMDT 4 VOR/DME RWY 15 ORIGINAL. VOR/DME RWY 33 ORIGINAL. ADD NOTE- ACTIVATE MIRL RWYS 15-33, 4-22 MALSR RWY 33 VASI RWY 15 33 4 AND 22 REILS RWYS 15 4 AND 22 - UNICOM.

FDC 2/1250 FI/T /RST/ROCHESTER MUNI ROCHESTER MN. ILS RWY 13 AMDT 2/ILS RWY 31 AMDT 17. WHEN ATCT NOT IN OPN ALTN MINS NA.

#### MISSOURI

##### [NOTICES TO AIRMEN]

#### CHILLICOTHE

CHILLICOTHE MUNI: COMMUNICATIONS PROVIDED BY  
COLUMBIA RADIO ON FREQ 122.25. (4/84)

##### [FDC NOTAMS]

FDC 4/242 FI/T /COU/COLUMBIA REGIONAL COLUMBIA MO. LOC BC RWY 20 AMDT 7 TRANSITION FROM TIGER VOR AND RAPPE INT TO CATTL INT NA.

FDC 4/672 FI/T /SGF/SPRINGFIELD REGIONAL/SPRINGFIELD/MO. ILS RWY 1 AMDT 14. 18 DME ARC SGF VORTAC FROM R-072 CW R-125 NA.

FDC 4/874 FI/T /4K3/LEXINGTON MUNI LEXINGTON MO VOR RWY 22..ORIG DME RQD.

FDC 4/897 FI/T /JLN/JOPLIN MUNI JOPLIN MO. ILS RWY 13 AMDT 20. TMPRY MISSED APCH PROC..CLIMB TO 1400 VIA I-JLN LOC THEN CLIMBING LEFT TURN TO 3000 DIRECT JL NDB AND HOLD NW RT 132 INBOUND. NDB RWY 13 AMDT 22...TMPRY MISSED APCH PROC..CLIMBING LEFT TURN TO 3000 DIRECT JL NDB AND HOLD NW RT 132 INBOUND.

FDC 4/985 FI/T /9K4/SKYHAVEN WARRENSUBRG MO. VOR RWY 13 AMDT 2 VOR RWY 18 ORIG AND RNAV RWY 18 ORIG PROCEDURES NA AT NIGHT.

FDC 3/260 FI/T /VIH/ ROLLA NATIONAL ROLLA/VICHY. MO. VOR RWY 22 AMDT 6 VOR/DME RWY 4 AMDT 1. RNAV RWY 22 AMDT 1 ALTN MINS NA. ADD NOTE- USE VICHY ALSTG WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDA/S 200 FT.

FDC 3/1429 FI/T /CGI/ CAPE GIRARDEAU MUNI CAPE GIRARDEAU MO. NDB RWY 10 AMDT 6, ILS RWY 10 AMDT 7 TRML ROUTE FROM DUEAS INT TO CG LOM ALT 3300 FEET.

FDC 3/2445 FI/T /TBN/ FORNEY AAF FORT LEONARD WOOD MO. NDB RWY 32 AMDT 3 LOC RWY 14 AMDT 4 VOR RWY 14 AMDT 3 VOR RWY 32 AMDT 3. CHANGE NOTE TO READ- ACTIVATE HIRL 14-32 MALS AND VASI RWY 14 AND RWY 32 125.4.

FDC 3/2600 FI/T /STL/ LAMBERT-ST LOUIS INTL ST LOUIS MO. RNAV RWY 30L AMDT 10 SI MDA 1060/HAT 476 ALL CATS VIS CAT E RVR 6000. ILS RWY 30L AMDT 9 ILS RWY 30R AMDT 2 ILS RWY 24 AMDT 39 ILS RWY 12R AMDT 15 VOR OR TACAN RWY 12L AMDT 10 VOR OR TACAN RWY 12R AMDT 20 RNAV RWY 6 ORIG RNAV RWY 30L AMDT 10 NDB RWY 24 AMDT 34 NDB RWY 12R AMDT 10 CIRCLING MDA CATS A/B/C 1100/HAA 495. TEMP 797 MSL CRANE .5 NM SOUTH OF ARPT.

FDC 2/1260 FI/T /K15/ LINN CREEK-GRAND GLAIZE MEMORIAL OSAGE BEACH MO. VOR RWY 32 AMDT 1 CHANGE NOTE TO.. OBTAIN LOCAL ALSTG FROM LEE C. FINE MEMORIAL AIRPORT ON UNICOM 122.8 WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDA /S 220 FT.

FDC 2/1264 FI/T /K07/ ROLLA DOWNTOWN ROLLA MO. VOR /DME-A AMDT 1 CHANGE NOTE TO..USE VICHY ALSTG. WHEN NOT AVBL USE COLUMBIA ALSTG AND INCREASE ALL MDAS 220 FT.

FDC 2/1302 FI/T /H74/ CABODL MEMORIAL CABODL MO. NDB RWY 3 ORIG/ VOR /DME RWY 21 ORIG /NDB RWY 21 ORIG/ CHANGE NOTE.. USE FORNEY AAF ALSTG. WHEN NOT AVAILABLE USE SPRINGFIELD ALSTG AND INCREASE ALL MDAS 140 FT.

FDC 2/1317 FI/T /AIZ/ LEE C. FINE MEMORIAL /KAISER /LAKE OZARK MO. NDB RWY 21 AMDT 3. CHANGE NOTE TO..OBTAIN LOCAL ALSTG ON UNICOM 122.8..WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS AND STEPDOWN FIX ALTS 220 FT. VOR RWY 3 AMDT 1 CHANGE NOTE TO..OBTAIN LOCAL ALSTG ON UNICOM 122.8..WHEN NOT AVAILABLE USE COLUMBIA ALSTG AND INCREASE ALL MDAS 200 FT. ADD NOTE..ALTN MINS NA WHEN VICHY FSS CLOSED.

#### NEBRASKA

##### [NOTICES TO AIRMEN]

#### BEATRICE

BEATRICE MUNI ARPT: RWY 17/35 NOW 5600 FT BY 100 FT. (4/84) NW 400 FT RWY 13/31 & N 400 FT RWY 17/35 CLSD INDEFLY. (4/84)

#### HASTINGS

HASTINGS VOR (HSI) MONITORED CONTINUOUS. (4/84)

PROSSER NDB (PSS) MONITORED CONTINUOUS. (4/84)

#### KEARNEY

KEARNEY VOR (EAR) MONITORED CONTINUOUS. (4/84)

O'NEILL

O'NEILL VORTAC (ONL) MONITORED CONTINUOUS. (4/84)

WOLBACH

WOLBACH VORTAC (OBH) MONITORED CONTINUOUS. (4/84)

[FDC NOTAMS]

FDC 4/369 FI/T /OFK/KARL STEFAN MEMORIAL. NORFOLK, NE. ILS RWY 1 ORIG. SI LOC AND CIRCLING MINS ONLY AUTHORIZED.

FDC 3/808 FI/T /GTE/ QUINN FIELD GOTHENBURG, NE. NDB RWY 32 AMDT 1 SI MINS NA AT NIGHT.

NORTH DAKOTA

[NOTICES TO AIRMEN]

PORTAL

PORTAL MUNI ARPT: PERMLY CLSD. (5/84)

[FDC NOTAMS]

FDC 4/831 FI/T /DIK/DICKINSON MUNI DICKINSON ND RNAV RWY 14 ORIG. RNAV RWY 32 ORIG. VOR-A. ORIG PROCS NA WHEN DIK FSS CLSD.

FDC 4/987 FI/T /Y36/MOHALL MUNICIPAL MOHALL N.D. VOR/DME RWY 31 ORIG-SI 31 MDA/HAT 2320/67 CIRCLING MDA/HAA 2360/710. 1915 TOWER 484539/1013031.

FDC 3/1332 FI/T /AWY/ND. V510 BETWEEN DICKINSON ND AND BISMARCK ND VOR/DME NA WHEN DIK FSS CLOSED.

FDC 3/1824 FI/T /Y36/ MOHALL MUNI MOHALL ND. VOR/DME RWY 31 ORIG..ACTIVATE LIRL RWY 13-31 - UNICOM.

SOUTH DAKOTA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/635 FI/T /BKX/BROOKINGS MUNI BROOKINGS SD. VOR RWY 12 AMDT 4 VOR RWY 30 AMDT 3 ALTN MINS NA.

FDC 4/668 FI/T /PHP/PHILIP/PHILIP/SD. VOR-A AMDT 8. MSA FROM PEP VORTAC 4400.

FDC 4/838 FI/T /HON/ HURON REGIONAL HURON SD. ILS RWY 12 AMDT 4/MISSED APCH CLIMB TO 2000 THEN CLIMBING LEFT TURN TO 3000 DIRECT BEADY LOM AND HOLD NW/RT 121 INBOUND. ALTN MINS NA.

FDC 4/844 FI/T/ABR/ABERDEEN REGIONAL ABERDEEN SD VOR RWY 31 AMDT 16 SI RWY 31 MDA 1660/HAT 360 ALL CATS. CAT D SI - RWY 31 VIS INCREASED 1/4 MILE FOR INOP MALSR.

FDC 4/849 FI/T /ATY/WATERTOWN MUNI WATERTOWN SD ILS RWY 35 AMDT 5..PROCEDURE TURN REMAIN WITHIN 10NM OF LIGAN LOM.

FDC 4/861 FI/T /ABR/ABERDEEN REGIONAL, ABERDEEN SD. NDB RWY 31. AMDT 6, VIS CAT A AND B 1, C AND D 1/4. INOP TABLE DOES NOT APPLY. AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. ILS RWY 31, AMDT 7, S-ILS 31 DH 1550/HAT 250 VIS 1 ALL CATS. S-LOC 31, VIS CAT A,B AND C 1, CAT D 1 1/4.

INOP TABLE DOES NOT APPLY. AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. VOR RWY 31, AMDT 16, VIS CAT A,B, AND C 1, CAT D 1 1/4. INOP TABLE DOES NOT APPLY. AIR CARRIER LANDING VIS REDUCTION FOR LOCAL CONDITIONS NA. LOC/DME BC RWY 13, AMDT 5, VOR/DME OR TACAN RWY 13, AMDT 8 AIR CARRIER LANDING VIS REDUCTION BELOW 3/4 MILE FOR LOCAL CONDITIONS NA.

\*\*\* SOUTH CENTRAL \*\*\*

ARKANSAS

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/157 FI/T /HKA/ BLYTHEVILLE MUNI, BLYTHEVILLE, AR. NDB-A AMDT 1. MIN ALT FAF 1100.

FDC 4/373 FI/T /ELD/GOODWIN FIELD EL DORADO AR. LOC RWY 22 AMDT 2. MISSED APPROACH PROCEDURE-CLIMB TO 2000 VIA 226 HEADING WITHIN 15 MILES..EXPECT RADAR VECTOR.

FDC 4/715 FI/T /H37/SPRINGDALE MUNI SPRINGDALE, AR. IFR TAKE-OFF MINIMUMS AND DEPARTURE PROCEDURES..RWY 36, 500-2 OR CLIMB RUNWAY HEADING TO 1900 PRIOR TO TURNING EASTBOUND OR MINIMUM CLIMB OF 315 FT PER NM TO 1900.

LOUISIANA

[NOTICES TO AIRMEN]

COTTONPORT

SMITH'S FLYING SERVICE ARPT: NAME CHANGED TO SMITHS FLYING SERVICE. (4/84)

HOUMA

HOUMA-TERREBONNE ARPT: RWY 18 VASI & MALSR CMSND. RWY 36 VASI CMSND. RWY 12/30 MRL CMSND. RWY 12 REIL & VASI CMSND. RWY 30 VASI CMSND. ACTIVATE MRL RWYS 12/30 & 18/36 & REIL RWY 12 122.95. ACTIVATE MALSR RWY 18 125.3. TPA FOR TURBINE POWERED AIRCRAFT 1500 FT AGL. (4/84)

NEW ORLEANS

LAKEFRONT ARPT: SEAPLANE BASE CLSD PERMLY. (4/84)

PATTERSON

HARRY P WILLIAMS MEMORIAL ARPT: RWY 05 THR DSPLCD 500 FT TIL APRXLY 31 MAY 84. (4/84)

SHREVEPORT

ELM GROVE VOR (EMG) UNUSABLE BELOW 1700 FT BEYOND 33 NM. (4/84)

SHREVEPORT DOWNTOWN: ATCT HRS 0700-2100 LCL. (4/84)

[FDC NOTAMS]

FDC 4/44 FI/T LA39/ GARDEN ISLAND BAY SEAPLANE BASE, VENICE LA. NDB-A AMDT 1. OBTAIN BOOTHVILLE, LA ALSTG FROM HOUSTON CENTER OR NEW ORLEANS RADIO, WHEN NOT AVBL PROC NA.

FDC 4/249 FI/T /NEW/ LAKEFRONT, NEW ORLEANS, LA. VOR/DME RWY 36L AMDT 4. PROCEDURE NA.

FDC 4/296 FI/T /6RO/SLIDELL SLIDELL LA VOR/DME RWY 17 ORIG. PROC NA NGTS. REASON: PARALLEL WEST TWY USED AS RWY FOR NGT LNDGS. BUT NOT MARKED AS A RWY. LGTD WITH MIRLS. RWY 17-35 4059X100 UNLGTD. DELETE MAKRKINGS 17R-35L.

FDC 4/753 FI/T /4R7/ EUNICE, EUNICE, LA. IFR DEPARTURE PROCEDURE: RWY 16/34 SOUTHBOUND AIRCRAFT INTERCEPT LFT R-304 DIRECT TO LFT VORTAC OR COMPLY WITH RADAR VECTORS.

FDC 4/781 FI/T /MSY/NEW ORLEANS INTL/MOISANT FIELD/ NEW ORLEANS, LA. NDB RWY 10 AMDT 21. ILS RWY 1 AMDT 11. ILS RWY 28 AMDT 1. LOC BC RWY 19 AMDT 8. ADD ALTERNATE MISSED APPROACH: WHEN DIRECTED BY ATC, CLIMB TO 2000 ON RUNWAY HEADING.

FDC 4/834 FI/T /NEW/ LAKEFRONT NEW ORLEANS LA. RADAR-1 AMDT 4 NA. ILS RWY 18R AMDT 7/VOR RWY 18R AMDT 1 CIRCLING MDA 540 HAA 531 CATS A/B. ADD ALTN MISSED APCH WHEN DIRECTED BY ATC CLIMB RWY HDG TO 2000. VOR-A AMDT 14 VOR-B AMDT 5 CIRCLING MDA 540 HAA 531 CATS A/B. PILE DRIVER 240 MSL OPERATING 1000 FT EAST OF ARPT.

FDC 4/886 FI/T /LCH/ LAKE CHARLES MUNI LAKE CHARLES LA NDB RWY 15 AMDT 16. ILS RWY 15 AMDT 17. LOC BC RWY 33 AMDT 14. VOR A AMDT 10. VOR/DME B AMDT 5. RNAV RWY 23 AMDT 1. RADAR 1 AMDT 2. CIRCLING MDA 500 HAA 484. CATS A/B/C TEMPORARY OIL RIG 181 MSL 1 NM EAST OF RWY 33.

FDC 4/887 FI/T /4RO/MC FILLEN AIRPARK LAKE CHARLES LA VOR C ORIG. CIRCLING MDA 500 HAA 483. CATS A/B TEMPORARY OIL RIG 181 MSL 1.5 NM SW OF RWY.

FDC 4/889 FI/T /HUM/HOUMA-TERREBONNE, HOUMA, LA. RWY 17-35 NOW RWY 18-36. NDB RWY 17 AMDT 1 NOW NDB RWY 18 AMDT 1 SI VIS 3/4 CATS A/B/C, 1 1/4 CAT D. CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE NOTES TO: WHEN CONTROL TOWER CLSD: 1. OBTAIN ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET. 2. ACTIVATE MALSR RWY 18 125.3, ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95. ILS RWY 17 ORIG NOW ILS RWY 18 ORIG. SI ILS VIS 1/2 ALL CATS SI LOC VIS 1/2 CATS A/B/C, 3/4 CAT D. CAT D S-LOC 18 VISIBILITY INCREASE 1/4 MILE FOR INOPERATIVE MALSR. CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING LEFT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE NOTES TO: WHEN CONTROL TOWER CLSD: 1. OBTAIN ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE, USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS/ DHS 140 FEET. 2. ACTIVATE MALSR RWY 18 125.3, ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95. RNAV RWY 17 AMDT 1 NOW RNAV RWY 18 AMDT 1. SI VIS 1/2 CATS A/B, 1 CAT C, A 1/4 CAT D. CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN LEFT CLIMBING TURN TO 1800 VIA TND R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE NOTES TO: WHEN CONTROL TOWER CLOSED, 1. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVBL USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET.

2. ACTIVATE MALSR RWY 18 125.3. ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95. VOR RWY 12 AMDT 1 CHANGE MISSED APPROACH TO READ: CLIMB TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE NOTES TO: WHEN CONTROL TOWER CLSD: 1. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALTIMETER SETTING AND INCREASE ALL MDAS 140 FEET. 2. ACTIVATE MALSR RWY 18 125.3. ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95. RNAV RWY 35 AMDT 1 NOW RNAV RWY 36 AMDT 1, AND VOR/DME RWY 30 AMDT 8 CHANGE MISSED APPROACH TO READ: CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 1800 VIA TBD R-118 TO BOURG/16 DME AND HOLD SE, RT, 298 INBOUND. CHANGE NOTES TO: WHEN CONTROL TOWER CLOSED: 1. OBTAIN LOCAL ALTIMETER SETTING ON UNICOM 122.95, WHEN NOT AVAILABLE USE NEW ORLEANS INTL (MOISANT FIELD) ALSTG AND INCREASE ALL MDAS 140 FEET. 2. ACTIVATE MALSR RWY 18 125.3. ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95. COPTER VOR/DME 117 DEGREE ORIG DELETE NOTE: ACTIVATE ODALS RWY 17 - UNICOM. ADD NOTE: ACTIVATE MALSR RWY 18 125.3. ACTIVATE MIRL RWY 12-30 AND REIL RWY 12 122.95.

FDC 4/964 FI/T /LCH/LAKE CHARLES MUNI, LAKE CHARLES LA. RADAR-1 AMDT 2 ASR RWY 33 MDA 420 HAT 408 ALL CATS. VIS IS 1 1/4 CAT C/D. 179 MSI OIL RIG 2 NM SE ARPT.

FDC 3/473 FI/T /BTR/ BATON ROUGE METROPOLITAN RYAN FIELD BATON ROUGE, LA. WHEN ATCT NOT IN OPN RWY 13/31 CLSD AND THE FOLLOWING APPLIES. RADAR-1 AMDT 6 NA. NDB RWY 13 AMDT 21 AND ILS RWY 13 AMDT 22 SI MINS NA. NDB RWY 13 AMDT 21. ILS RWY 13 AMDT 22 AND ILS RWY 22 AMDT 3 ALTN MINS NA.

FDC 3/990 FI/T /MLU/ MONROE REGIONAL MONROE, LA. ILS RWY 22 AMDT 1 AND VOR RWY 22 AMDT 2 IF NOT DME EQUIPPED CHANGE MISSED APCH INSTRUCTIONS TO READ CLIMB TO 2000 THEN DIRECT MLU VORTAC.

FDC 3/1770 FI/T /OR9/ HAMMOND MUNI, HAMMOND LA. ILS RWY 18 ORIG. SI ILS DH 429/HAT 385 ALL CATS. VIS 1 1/4 CAT D. CIRCLING MDA 640/HAA 596 CATS A/B/C. ADD ALTN MISSED APCH: WHEN DIRECTED BY ATC, CLIMBING LEFT TURN TO 2000 VIA PCU R-262 TO MACAW INT. ADD NOTE: ACTIVATE MIRL RWYS 13/31 AND 18/36. REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM. VOR RWY 18 ORIG. ADD NOTE: ACTIVATE MIRL RWYS 13/31 AND 18/36. REIL RWY 31 AND MALSR RWY 18 - CTAF/UNICOM. VOR RWY 31 AMDT 1. CIRCLING MDA 640/HAA 596 CATS A/B/C. DELETE NOTE: STRAIGHT-IN MINIMA NOT AUTHORIZED AT NIGHT. ADD NOTE: ACTIVATE MIRL RWYS 13/31 AND 18/36, REIL RWY 31, AND MALSR RWY 18 CTAF/UNICOM.

FDC 3/1806 FI/T /OR9/ HAMMOND MUNI HAMMOND LA. NDB RWY 18 ORIG. ADD NOTE...ACTIVATE MIRL RWYS 13/31 AND 18-36 REIL RWY 31 AND MALSR RWY 18 CTAF/UNICOM.

FDC 3/2036 FI/T /SHV/ SHREVEPORT REGIONAL SHREVEPORT LA. NDB RWY 14 AMDT 17 SI MDA 740 HAT 482 ALL CATS. VIS CAT D RVR 6000.

FDC 3/2243 FI/T AWYS/LA. V94 GALIO INT NOW GALIO FIX MLU VORTAC 16 DME.

FDC 3/2244 FI/T /MLU/MONROE REGIONAL MONROE LA. ILS RWY 4 AMDT 19 VOR RWY 4 AMDT 16 NDB RWY 4 AMDT 13 MISSED APCH. CLIMB TO 3000 VIA MLU VORTAC R-084 TO RINKY INT. RINKY INT MAKE-UP MLU R-084/14 AND HEZ R-334.

FDC 3/2481 FI/T /2R6/ BUNKIE MUNI, BUNKIE, LA. VOR/DME-A AMDT 1 MDA 680/HAA 621 CATS A/B.

FDC 2/1471 FI/T /2FB/ MOREHOUSE MEMORIAL BASTROP LA. VOR /DME-A AMDT 5 NDB RWY 34 AMDT 2. CIRCLING MDA CAT D 800 HAA 631.

FDC 1/2809 FI/T /ESF/ ESLE REGIONAL ALEXANDRIA LA.  
VOR RWY 14 AMDT 11 PROC NA.

NEW MEXICO

[NOTICES TO AIRMEN]

ALBUQUERQUE

ALBUQUERQUE INTL ARPT: RWY 08/26 CLSD INDEFINELY.  
(5/84)

CLAYTON

CLAYTON MUNI ARPK: RWY 02/20 CLSD TO ACFT OVER 9000  
LBS. (4/84)

FARMINGTON

FARMINGTON MUNI ARPT: RWY 25 REIL CMSND. (5/84)

[FDC NOTAMS]

FDC 4/923 FI/T /CNM/CAVERN CITY AIR TERMINAL,  
CARLSBAD, NM. ILS RWY 3 ORIG CORRECT MSA 360-180  
5000 AND 180-360 8000.

FDC 3/2541 FI/T /ABQ/ ALBUQUERQUE INTL,  
ALBUQUERQUE, NM. IFR TAKE-OFF MINIMUMS RWY 3, 300-  
1 OR STANDARD WITH MINIMUM CLIMB OF 247 FEET PER  
MILE TO 5600. TEMPORARY CONSTRUCTION CRANE 5568 MSL  
1 MILE NE OF AIRPORT.

FDC 3/2562 FI/T /LRU/ LAS CRUCES-CRAWFORD LAS  
CRUCES NM. NDB-A AMDT 1. CIRCLING CATS A/B/C MDA  
4940/HAA 486. 4576 AMSL WATER TWR UNDER CONST.

FDC 2/611 FI/T /DMN/ WHEN DEMING NM FSS NOT IN OPN  
THE FOLLOWING APPLIES- V94 DMN VORTAC TO CRATT INT  
NM MOCA 9000. V945 DMN VORTAC TO FWM VORTAC NA.  
V16N V66N CUS VORTAC TO ELP VORTAC NA. V66 DUG  
VORTAC TO ANIMA INT NA. V202 SVC VORTAC TO TCS  
VORTAC MEA 12000. V16-66 CUS VORTAC TO CIE VORTAC  
MEA 11000.

FDC 2/2503 FI/T TUCUMCARI MUNI TUCUMCARI, NM. WHEN  
TUCUMCARI FSS NOT IN OPERATION THE FOLLOWING  
APPLIES.. EXCEPT FOR OPERATORS WITH APPROVED WEA  
REPORTING SERVICE: VOR RWY 21 AMDT 4 VOR RWY 26  
AMDT 4 PROCS NA.

FDC 1/2951 FI/T /DMN/ DEMING MUNI DEMING NM. VOR  
RWY 26 AMDT 7. WHEN DEMING FSS NOT IN OPN THE  
FOLLOWING APPLIES..EXCEPT FOR OPERATORS WITH  
APPROVED WEATHER REPORTING SERVICE PROC NA.

FDC 1/2953 FI/T WHEN CARLSBAD NM FSS NOT IN  
OPERATION THE FOLLOWING APPLIES..V14 ROW VORTAC TO  
ONSON INT MEA 7500. V68 ROW VORTAC TO BAGER INT MEA  
6500. V102S SFL VORTAC TO CNM VORTAC NA. V16/94 SFL  
TO DILLI INT MEA 10000. V280 PID VORTAC TO ROW  
VORTAC MEA 8800.

OKLAHOMA

[NOTICES TO AIRMEN]

COVETA

EASLEY ARPT: FACILITY ABANDONED. (4/84)

DUNCAN

DUNCAN VOR (DUC) MONITORED CONTINUOUS. (4/84)

LAWTON

LAWTON VOR (LAW) MONITORED CONTINUOUS. (4/84)

PONCA CITY

PONCA CITY: FSS HRS 0700-2300 LCL OTHER HRS CTC  
OKLAHOMA CITY FSS. CTLZ HRS 0700-2300 LCL. (4/84)

[FDC NOTAMS]

FDC 4/223 FI/T /PWA/WILEY POST. OKLAHOMA CITY,  
OKLAHOMA. VOR RWY 17L. AMDT 8. SI MDA 1680, HAT  
390 ALL CATS. TMPRY OIL RIG .7NM WEST OF PWA VOR.

FDC 4/258 FI/T /OKC. WILL ROGERS WORLD. OKLAHOMA  
CITY, OK. IFR TAKEOFF MINIMUMS RWYS 17R, 35L AND  
30, 300-1. TEMPORARY OIL RIGS, 1430 MSL 600 FT EAST  
RWY 17R, 1408 MSL 600 FT WEST RWY 36, 1371 MSL 800  
FT SW RWY 12.

FDC 4/759 FI/T /OKC/WILL ROGERS WORLD OKLAHOMA CITY  
OK. IFR TKOF MIN RWY 18 300-1. DRILL RIG 1405 FT  
MSL 1100 FT SW AER RWY 36.

FDC 3/653 FI/T /LAW/ LAWTON MUNI LAWTON, OK. VOR  
RWY 35 AMDT 17 ALTN MINS NA WHEN SPS FSS CLSD.

FDC 3/1462 FI/T /TUL/ TULSA INTERNATIONAL TULSA OK.  
ILS RWY 17R AMDT 2. INCREASE SI ILS DH TO 915 HAT  
250 ALL CATS.

FDC 3/2218 FI/T /CSM/ CLINTON-SHERMAN CLINTON  
OKLAHOMA. IFR DEPARTURE RWY 17R 300-2. TMPRY 2067  
AMSL OIL RIG 1.2 NM SOUTH OF RWY 35L.

FDC 3/2330 FI/T /H71/ PRYOR. PRYOR CREEK, OKLAHOMA.  
VOR/DME-A AMDT 2. MDA 1420, HAA 799, ALL CATS.

FDC 2/56 FI/T /GUY/ GUYMON MUNI GUYMON OK. NDB RWY  
18 AMDT 3. WHEN DALHART ALSTG NOT AVAILABLE PROC  
NA.

FDC 2/885 FI/T /OK56/ BLACKWELL-TONKAWA MUNI,  
BLACKWELL, OK. VOR-A ORIG. RNAV RWY 17 ORIG. RNAV  
RWY 35 ORIG. WHEN PONCA CITY ALSTG NOT AVAILABLE,  
USE WICHITA KS ALSTG AND INCREASE ALL MDAS 260  
FEET.

FDC 2/1066 FI/T /WWR/ WEST WOODWARD WOODWARD OK.  
NDB RWY 17 ORIG VOR /DME-A AMDT 4. WHEN GAGE ALSTG  
NOT AVAILABLE PROCS NA.

FDC 2/2065 FI/T /F10 / HENRYETTA MUNI HENRYETTA OK.  
IFR TKOF MINS RWY 35 400-2.

FDC 1/1419 FI/T /OK70/ MOORELAND MUNI MOORELAND OK.  
NDB RWY 17 ORIG. WHEN GAGE ALSTG NOT AVAILABLE PROC  
NA.

FDC 1/1420 FI/T /OK57/ BUFFALO MUNI BUFFALO OK NDB-  
A ORIG. WHEN GAGE ALSTG NOT AVAILABLE PROC NA.

FDC 1/3044 FI/T /CLK/ CLINTON MUNI. CLINTON, OK NDB  
RWY 35 AMDT 2. WHEN LOCAL ALSTG AND HOBART ALSTG  
NOT AVAILABLE.. PROC NA.

TEXAS

[NOTICES TO AIRMEN]

CENTER

CENTER MUNI ARPT: CLSD INDEFINELY. (4/84)

CORSICANA

CORSICANA MUNI ARPT: RWY 32 THR DSPLCD 1200 FT  
INDEFLY. (4/84)

DALLAS-FORT WORTH

DALLAS-FORT WORTH REGIONAL ARPT: RWY 18L/36R WILL  
BE USED AS A SHORT RWY WHILE RWY 18S/36S IS CLSD.  
RWY 36R THR DSPLCD 7388 FT. (4/84)

EDNA

JACKSON COUNTY NDB (EDX) UNUSABLE BYD 15 NM. (5/84)

HOUSTON

CLOVER FIELD: RWYS 01L/19R, 01R/19L & 04R/22L CLSD  
PERMLY. (4/84)

KELLER

ALTA VISTA ARPT: FACILITY ABANDONED. (4/84)

LAREDO

LAREDO INTL ARPT: RWY 27 THR DSPLCD 2199 FT. (4/84)  
ATCT HRS 0900-1900 LCL. (5/84)

LUBBOCK

LUBBOCK INTL ATCT-A/C: ATIS HRS 0600-2400 LCL.  
(4/84)

PAMPA

PERRY LEFORS FIELD: RWY 35 THR DSPLCD 790 FT TIL 15  
JUNE 84. (5/84)

PLAINVIEW

HALE COUNTY ARPT: LIRL RWY 13/31 CHANGED TO MIRL.  
WHEN ATCT CLSD ACTIVATE MIRL RWY 13/31, VASI RWY 22  
AND REIL/VAS RWY 04 120.7. (4/84) RWY 13/31 CLSD  
INDEFLY. (5/84)

SAN ANGELO

MATHIS FIELD: RWY 09/27 NO LONGER RESTRICTED TO  
LIGHT GA ACFT. (4/84)

WICHITA FALLS

WICHITA FALLS VORTAC (SPS) MONITORED CONTINUOUS.  
(4/84)

[FDC NOTAMS]

FDC 4/91 FI/T /BRO/BROWNSVILLE/SOUTH PADRE ISLAND  
INTL. BROWNSVILLE, TX. VOR OR TACAN RWY 26 AMDT 19.  
SI MINS NA. CIRCLING NA TO RWY 8. RWY 17R/35L  
REDESIGNATED RWY 17/35. RNAV RWY 17R AMDT 1  
REDESIGNATED RNAV RWY 17 AMDT 1. RNAV RWY 35L AMDT  
1 REDESIGNATED RNAV RWY 35 AMDT 1. NDB RWY 13R AMDT  
11. NDB RWY 31L AMDT 3. ILS RWY 13R AMDT 8. LOC BC  
RWY 31L AMDT 8. RNAV RWY 17 AMDT 1. RNAV RWY 35  
AMDT 1 - CIRCLING NA TO RWYS 8, 26.

FDC 4/272 FI/T /HRL/R10 GRANDE VALLEY INTL  
HARLINGEN TX. NDB RWY 17R AMDT 8 ALTN MINS NA WHEN  
ATCT CLSD. NDB RWY 17L AMDT 2 ALTN MINS NA WHEN  
ATCT CLSD. SI MINS NA AT NIGHT.

FDC 4/295 FI/T AWYS TX. V198-222 FORT STOCKTON TX.  
VORTAC TO JUNCTION TX VORTAC. MEA FST TO CDP FST 70  
DME 8000.

FDC 4/303 FI/T /T39/HUNTSVILLE MUNI, HUNTSVILLE,  
TX. NDB RWY 18 AMDT 2 CHANGE MSA ALT FROM UTS NDB  
TO 3100.

FDC 4/312 FI/T /60R/ NAVASOTA MUNI NAVASOTA TX.  
VOR-A AMDT 1 MSA 3100. PROCEDURE NA AT NIGHT. IFR  
DEPARTURE RWY 35. CLIMB RWY HEADING TO 2100 BEFORE  
TURNING EAST BOUND.

FDC 4/363 FI/T /ELP/EL PASO INTERNATIONAL EL PASO  
TX. LOC BC RWY 4 AMDT 4 N/A WHEN EL PASO TOWER  
CLOSED.

FDC 4/425 FI/T /IAH/HOUSTON  
INTERCONTINENTAL/HOUSTON/TX. NDB RWY 8 AMDT 8/NDB  
RWY 26 ORIG/ILS RWY 8 AMDT 13/ILS RWY 14L AMDT  
7/ILS RWY 26 AMDT 8/ILS RWY 32R AMDT 6/VOR/DME RWY  
14L AMDT 11 AND VOR/DME RWY 32R AMDT 10. CIRCLING  
MINIMUMS NA.

FDC 4/485 FI/T /TOW/AMARILLO/TRADEWIND AMARILLO TX.  
RNAV RWY 35 AMDT 6 AND NDB-A AMDT 11 CIRCLING MDA  
CAT D 4400 HAA 758 VIS CAT D 2 1/2. TKOF MINS RWY  
35 600-2. IFR DEP PROC RWY 35 PLAN DEP ROUTE TO  
AVOID 4095 MSL BUILDING 1.8 NM NW OF ARPT.

FDC 4/487 FI/T /11R/BRENHAM MUNI BRENHAM TX NDB RWY  
16 AMDT 1 MSA FROM BNH NDB 3100.

FDC 4/536 FI/T /OCH/EAST TEXAS REGIONAL NACOGDOCHES  
TX. NDB RWY 15 AMDT 1. MIN ALT INBOUND AT OCH NDB  
1500.

FDC 4/585 FI/T /SAT/SAN ANTONIO INTL/SAN ANTONIO/  
TX. NDB RWY 3 AMDT 35. SI MDA 1440 HAT 656 ALL  
CATS VIS CAT C 1 3/4 D-2/INOPERATIVE COMPONENTS  
TABLE DOES NOT APPLY TO CATS C/D. CIRCLING MDA  
1440 HAA 631 ALL CATS VIS CAT C 1 3/4/ RNAV RWY 30L  
AMDT 8 SI MDA 1340 HAT 550 ALL CATS/VIS CAT C-1  
CAT-D 1 1/4. CIRCLING MDA 1340 HAA 531 CATS A/B/C.  
RADAR-1 AMDT 22/ ASR RWY 30L. SI MDA 1340 HAT 550  
ALL CATS. VIS CAT C-1 D-1 1/4. ASR RWY 3 SI MDA  
1380 HAT 596 ALL CATS. VIS CAT C 1 1/2 D 1 3/4.  
INOPERATIVE COMPONENTS TABLE DOES NOT APPLY TO CATS  
C/D. CIRCLING MDA 1380 HAA 571 ALL CATS. REASON:  
1129 MSL CRANE DURING DAY LIGHT HOURS/1059 CRANE AT  
NIGHT 1000 FT SW OF ATCT.

FDC 4/707 FI/T /5R5/WHARTON MUNI/WHARTON/TX. NDB  
RWY 14 AMDT 1/NDB RWY 32 AMDT 1 AND VOR/DME-A AMDT  
3 PROCS NA.

FDC 4/819 FI/T /TYR/ TYLER POUNDS FIELD, TYLER TX.  
ILS RWY 13 AMDT 15. SI-ILS DH 789. HAT 250. VIS 3/4  
ALL CATS. SI-LOC VIS 3/4 CATS A, B AND C. TMPRY OIL  
RIG 581 MSL 0.8 NM NW OF AIRPORT.

FDC 4/833 FI/T /DFW/DALLAS-FORT WORTH REGIONAL  
DALLAS-FORT WORTH TX. NDB RWY 17R AMDT 5/ ILS RWY  
17R AMDT 11/ILS RWY 18L AMDT 12 PROC NA.

FDC 4/960 FI/T /IAH/HOUSTON INTERCONTINENTAL  
HOUSTON TX NDB RWY 8 AMDT 8. SI MDA 540. HAT 443  
ALL CATS. VIS CAT D 6000 RVR. ILS RWY 8 AMDT  
13. SI LOC MDA 480. HAT 383 ALL CATS.

FDC 4/981 FI/T /ACT/WACO-MADISON COOPER, ACT, TX.  
NDB RWY 19 AMDT 13. ILS RWY 19 AMDT 10. LOC BC RWY  
1 AMDT 7 ALTN MINS NA WHEN ATCT CLSD. ACTIVATE  
SSALR RWY 19 - 119.8.

FDC 4/992 FI/T /BRC/BROWNSVILLE/SOUTH PADRE ISLAND  
INTL BROWNSVILLE, TX. NDB RWY 31L AMDT 3. PROCEDURE  
NA.

FDC 3/051 FI/T /CXO/ MONTGOMERY COUNTY CONROE, TX.  
RNAV RWY 14 ORIG RNAV RWY 32 ORIG PROC NA.

FDC 3/055 FI/T /DWH/ DAVID WAYNE HOOKS MEMORIAL  
HOUSTON, TX. RNAV RWY 17R AMDT 1. SI MDA 700/HAA  
550 ALL CATS. VIS 1 1/2 CAT C 1 3/4 CAT D. CIRCLING

MDA 700/HAA 550 CATS A/B/C. DSTC MDA TO MDA TO MAP ON GS 1.56NM.

FDC 3/056 FI/T T86/ LAKESIDE HOUSTON, TX. VOR-A AMDT 4 PROC NA. RNAV Rwy 15 AMDT 1 SI AND CIRCLING MDA/S 900. HAT/HAA 787. SI AND CIRCLING VIS 1 1/4 CAT B 2 1/4 CAT C. HORIZONTAL DSTC MDA TO MAP ON GS 2.39NM. RNAV Rwy 33 AMDT 1 SI AND CIRCLING MDS/S 900. HAT/HAA 787. SI AND CIRCLING VIS 1 1/4 CAT B 2 1/4 CAT C. HORIZONTAL DSTC MDA TO MAP ON GS 2.25NM.

FDC 3/583 FI/T T80/ KLEBERG COUNTY KINGSVILLE, TX. NDB Rwy 13 AMDT 1. WHEN ALICE OR NAVY KINGSVILLE ALSTG NOT AVBL USE CORPUS CHRISTI ALSTG AND INCREASE ALL MDAS 140 FT.

FDC 3/584 FI/T /O3XS/ JIM HOGG COUNTY HEBBROUNVILLE, TX. NDB Rwy 13 ORIG. WHEN ALICE TX. ALSTG NOT AVBL PROC NA.

FDC 3/586 FI/T /R30/ BEEVILLE MUNI BEEVILLE, TX. NDB Rwy 30 ORIG. VOR/DME Rwy 12 AMDT 2. WHEN NAVY CHASE AND ALICE ALSTG NOT AVBL USE CORPUS CHRISTI ALSTG AND INCREASE ALL MDAS 180 FT.

FDC 3/1893 FI/T /SAT/ SAN ANTONIO INTL SAN ANTONIO TX. ILS Rwy 12R AMDT 9 CAT 11 CTN...OBSTNS IN THE MISSED APCH AREA ROR A RATE OF CLIMB OF AT LEAST 360 FPM/100 KNOTS 540 FPM/150 KNOTS 720 FPM/200 KNOTS NO WIND COND.

FDC 3/2524 FI/T /IAH/ HOUSTON INTERCONTINENTAL, HOUSTON, TX. ILS Rwy 32R AMDT 6. SI-LOC MDA 480. HAT 389. ALL CATS. VOR/DME Rwy 32R. AMDT 10. SI MDA 480 HAT 389. ALL CATS. CRANE 226 AMSL .9 SE OF Rwy.

FDC 3/2602 FI/T /F39/GRAYSON CO. SHERMAN-DENISON TX. NDB Rwy 17L AMDT 5 RNAV Rwy 35R AMDT 1 SI MINS NA. TMPRY Rwy 17R TKOF MINS 300-1. Rwy 17L-35R CLSD AND TMPRY OIL RIG 882 FT MSI .7 SOUTH OF ARPT.

FDC 3/2603 FI/T /CLL/EASTERWOOD FIELD. COLLEGE STATION, TX. VOR OR TACAN Rwy 10. AMDT 15. S-10 MDA 740 HAT 422 ALL CATS. VIS CAT C/D 1 1/4 CAT E 1 1/2 OIL RIG 471 MSL 0.5 WEST OF AIRPORT.

FDC 3/2624 FI/T /MFE/ MILLER INTERNATIONAL MCALLEN TX. NDB Rwy 13 AMDT 4 SI VIS CATS A/B 3/4. CAT C 1. CAT D 1 1/2. ILS Rwy 13 AMDT 5 SI ILS VIS 1/2 ALL CATS. SI LOC VIS CATS A/B 1/2. CAT C 3/4. CAT D 1. VOR Rwy 13 AMDT 12 SI VIS CATS A/B 1/2. CAT C 3/4. CAT D 1. MALSR Rwy 13 QPNML.

FDC 2/59 FI/T /Q70/ STRATFORD FLD STRATFORD TX. VOR /DME-A AMDT 2. WHEN DALHART ALSTG NOT AVAILABLE USE AMARILLO ALSTG AND INCREASE ALL MDAS 200 FEET.

FDC 2/61 FI/T WHEN DALHART TX. FSS NOT IN OPN THE FOLLOWING APPLIES...VB1W DHT VORTAC TO AMA VORTAC NA.

FDC 2/247 FI/T /ADS/ ADDISON/ DALLAS /TX. TAKEOFF MINS. Rwy 33 STANDARD. Rwy 15 1200-3 OR STANDARD WITH MIN CLIMB OF 574 FEET PER MILE TO 1200.

FDC 2/281 FI/T WHEN CHILDRESS TX FSS NOT IN OPERATION THE FOLLOWING APPLIES: V404 CDS VORTAC TO SPS VORTAC NA V102 SNEED INT TO SPS VORTAC MEA 3700.

FDC 2/1865 FI/T AIRWAY TX. WHEN INK TX FSS NOT IN OPN THE FOLLOWING APPLIES...V68 HOB VORTAC TO MAF VORTAC MEA 5200. V16S-94 INK VORTAC TO MAF VORTAC MEA 5500. V16-94 CHANGE OVER POINT TO INK VORTAC MEA 10000. V222 CHANGE OVER POINT TO FST VORTAC MEA 8000. V198 HUP VORTAC TO FST VORTAC NA. V16 INK VORTAC TO 8GS VORTAC MEA 6300.

FDC 2/1886 FI/T /AMA / AMARILLO INTL AMARILLO TX. WHEN AMARILLO ATCT NOT IN OPN THE FOLLOWING APPLIES... ASR NOT AVAILABLE. ILS Rwy 4 AMDT 18 NDB Rwy 4 AMDT 14 LOC BC Rwy 22 AMDT 14 ALTN MINS NA.

FDC 2/2572 FI/T /TOO / CHAMBERS COUNTY ANAHUAC, TX. NDB Rwy 30 AMDT 1 PROC NA.

FDC 2/2648 FI/T /MAF/ MIDLAND REGIONAL MIDLAND, TX. WHEN MIDLAND ATCT NOT IN OPN THE FOLLOWING APPLIES...ASR NOT AVBL. ILS Rwy 10 AMDT 11 LOC BC Rwy 28 AMDT 10 NDB Rwy 10 AMDT 8 ALTN MINS NA. ACTIVATE MALSR Rwy 10 AND MALR Rwy 28 - 118.7

FDC 2/2970 FI/T /ADS/ ADDISON DALLAS, TX. NDB Rwy 15 AMDT 1 SI MDA 1200/HAT 558 ALL CATS. VIS 1 CAT C 1 1/2 CAT D. CRCG MDA 1220/HAA 577 CATS A/B/C ILS Rwy 15 AMDT 5. SI-ILS VIS 1 ALL CATS SI-LOC 15 VIS 1 ALL CATS. CRCG MDA 1220/HAA 577 CATS A/B/C NOTE...INOP TABLE DOES NOT APPLY. LOC-BC ORIG CRCG FM MIN MDA 1220/HAA 577 CATS A/B/C. NOTE...DISREGARD GS INDICATIONS.

FDC 1/3039 FI/T /PSX/ WHEN PALACIOS TX. FSS NOT IN OPN THE FOLLOWING APPLIES. V13 CRP VORTAC TO PSX VORTAC NA. V20-70 CRP TO PSX VORTAC NA.

FDC 1/3240 FI/T /IE5/ HEMPHILL COUNTY CANADIAN TX. NDB Rwy 4 AMDT 1 NDB Rwy 22 AMDT 1. OBTAIN LOCAL ALSTG ON UNICOM 122.8. WHEN NOT AVAILABLE USE GAGE OK ALSTG. WHEN GAGE ALSTG NOT AVAILABLE PROC NA.

\*\*\* EAST CENTRAL \*\*\*

## ILLINOIS

[NOTICES TO AIRMEN]

### AURORA

AURORA MUNI ARPT: ATCT & ATIS HRS 0700-2100 LCL. CTLZ HRS 0700-2100 LCL. (4/84)

### CARBONDALE/MURPHYSBORO

SOUTHERN ILLINOIS: ATCT HRS 0700-2100 LCL. (4/84)

### CASEY

CASEY MUNI: APCH/DEP SERVICE PROVIDED BY INDIANAPOLIS ARTCC ON FREQS 132.2/307.1 WHEN HULMAN APCH CTL CLSD. (5/84)

### CHICAGO

LANSING MUNI ARPT: Rwy 18 THR DSPLCD 350 FT. (4/84)

### DE KALB

DE KALB MUNI ARPT: NAME CHANGED TO DE KALB TAYLOR MUNI ARPT. Rwy 09/27 NOW 3500 FT BY 50 FT. LIRL CHANGED TO MIRL. ACTIVATE MIRL Rwy 09/27 122.7. FIRST 1000 FT Rwy 09 IS TWY ONLY. (4/84)

### DIXON

DIXON MUNI-CHARLES R. WALGREEN FIELD: ACTIVATE MIRL RWYS 12/30 & 08/26 & REIL RWYS 08 & 26 123.0. (4/84)

### GALESBURG

GALESBURG MUNI ARPT: CLSD TO UNSCHEDULED ACR WITH MORE THAN 30 PASSENGER SEATS WITHOUT PRIOR

PERMISSION. CALL 309-343-4181. EXTENSION 259.  
(4/84)

STERLING ROCKFALLS

WHITESIDE CO ARPT-JOS H BITTORF FLD: CLSD TO  
UNSCHEDULED ACR WITH MORE THAN 30 PASSENGER SEATS  
WITHOUT PRIOR PERMISSION. CALL 815-626-2315. (4/84)

[FDC NOTAMS]

FDC 4/287 FI/T /PRG/EDGAR COUNTY PARIS IL. NDB RWY  
27 ADMT 5 VOR/DME-A AMDT 3 LOCAL ALSTG NA. USE  
TERRE HAUTE ALSTG MINS ONLY.

FDC 4/403 FI/T /UIN/QUINCY MUNI-BALDWIN FIELD,  
QUINCY IL. ILS RWY 4 AMDT 13. LOC/DME BC RWY 22  
AMDT 22. VOR RWY 4 AMDT 9. VOR/DME RWY 22 AMDT 5.  
RNAV RWY 13 AMDT 2 AND RNAV RWY 31 AMDT 2 ALTN MIN  
NA.

FDC 4/438 FI/T /DEC/DECATUR MUNI DECATUR IL. IFR  
DEP PROCSNORTHBOUND DEPS-RWY 36 LEFT TURN CLIMB TO  
3000 VIA DEC R-340 BEFORE PROCEEDING NORTH. RWY 30  
RIGHT TURN CLIMB TO 3000 VIA DEC R-340 BEFORE  
PROCEEDING NORTH. RWY 18 CLIMB RWY HDG TO 1200  
BEFORE TURNING NORTH RWYS 6, 12, 24 CLIMB RWY HDG  
TO 1600 BEFORE TURNING NORTH.

FDC 4/613 FI/T /PIA/GREATER PEORIA PEORIA IL. ILS  
RWY 12 AMDT 2 ALTN MINS STANDARD WHEN ATCT AND  
RADAR IN OPN. ILS RWY 30 AMDT 2 MISSED APCH CLIMB  
TO 2400 LEFT TURN DIRECT TUNGG LOM AND HOLD  
SOUTHEAST RT 305 IBND. RNAV RWY 4 AMDT 4 RNAV RWY  
22 AMDT 6 VOR/DME OR TACAN RWY 30 AMDT 5 VOR RWY 12  
/TAC/ AMDT 19 ALTN MINS NA.

FDC 4/765 FI/T /ALN/ST LOUIS REGIONAL ALTON/ST  
LOUIS IL. NDB RWY 17 AMDT 7 MIN ALT DORSY INT 1300  
AND 1360 WITH LAMBERT ST LOUIS ALSTG. ALTN MINS  
800-21/2 WHEN CTLZ IN EFFECT AND ALTN MINS NA WHEN  
CTLZ NOT IN EFFECT. MINS SI RWY 17 MDA 1300/HAT 758  
ALL CATS. VIS CAT B 11/4. CAT C 21/4 CAT D 2 1/2.  
CIRCLING MDA 1300/ HAA 756 ALL CATS. VIS CAT B 1  
1/4 CAT C 21/4 CAT D 2 1/2. DORSY INT MINS REMAIN  
AS PUBLISHED.

FDC 4/983 FI/P /MWA/WILLIAMSON COUNTY/MARION/IL.  
CORRECT U.S. GOVT CHART EAST CENTRAL VOL-3 DATED 12  
APR 1984. VOR RWY 2 AMDT 9 /AL-5215/. MISSED APCH  
SYMBOLGY IN PLAN VIEW SHOULD INDICATE LEFT TURN  
VICE RIGHT TURN.

INDIANA

[NOTICES TO AIRMEN]

MICHIGAN CITY

MICHIGAN CITY ARPT: RWYS 02 & 20 REIL DCSND.  
(5/84)

TRAVERSE CITY

CHERRY CAPITAL: ATCT HRS 0700-2200 LCL. (5/84)

[FDC NOTAMS]

FDC 4/107 FI/T /FWA/ FORT WAYNE MUNI BAER FLD, FORT  
WAYNE, IN. ILS RWY 4 AMDT 7 TRML RTE CRETE INT  
/IAF/ TO LIKES INT/ FWA 13.6 DME CRS AND DSTG  
003/2.2/MIE R-003.

FDC 4/500 FI/T /IND/INDIANAPOLIS INTL INDIANAPOLIS  
IN. ILS RWY 13 ORIG SI-ILS RWY 13 VIS 1/2 ALL  
CATS. SI-LOC VIS CAT A/B 1/2...CAT C/D 3/4. NOTE:

CAT D SI-LOC 13 VIS INCREASED TO 1 MILE FOR INOP  
MM.

FDC 4/777 FI/T /FWA/FORT WAYNE MUNI/BAER FIELD/FORT  
WAYNE, IN. VOR OR TACAN RWY 4 AMDT 15. RWY 4 SI VIS  
CAT A/B RVR 5000. DME/RADAR MINS SI VIS CAT A/B/C  
RVR 5000. ILS RWY 4 AMDT 7 SI ILS DH 1098. VIS RVR  
5000 ALL CATS. SI LOC VIS RVR 5000 CAT A/B/C. DME  
OR RADAR MINS SI VIS RVR 5000 ALL CATS. RADAR-1  
AMDT 17. ASR RWY 4 VIS RVR 5000 CAT A/B/C.

FDC 4/986 FI/T/O30/HUNTINGTON IN. HUNTINGTON  
MUNICIPAL AIRPORT VOR-A AMDT 2 PROC NA.

MICHIGAN

[NOTICES TO AIRMEN]

DETROIT/GROSSE ILE

GROSSE ILE MUNI ARPT: RWY 21 VASI CMSND. ACTIVATE  
MIRL RWYS 17/35 & 03/21. REIL RWY 03 AND VASI RWY  
21 123.0. (4/84)

DOWAGIAC

CASS COUNTY MEML ARPT: RWYS 09 & 27 VASI CMSND.  
(4/84)

ST JAMES

WELKE ARPT: RWY 18/36 CHANGED TO 17/35. (4/84)

THREE OAKS

OSELKA ARPT: FACILITY ABANDONED. (4/84)

TROY

TROY-OAKLAND ARPT: RWYS 09 & 27 VASI CMSND.  
ACTIVATE MIRL RWY 09/27 RWYS 09 & 27 122.7. (4/84)

[FDC NOTAMS]

FDC 4/60 FI/T /YIP/WILLOW RUN DETROIT MI. TKOF  
MINS RWY 14 300-1. DEP PROC RWY 9R CLIMB RWY HDG TO  
1200 BEFORE TURNING. REASON. TMPRY CRANE 838AMSL  
600 FT TO 2200 FEET SOUTH OF APCH END RWY 32.

FDC 4/75 FI/T /MOP/MT PLEASANT MUNI. MT PLEASANT.  
MI. VOR RWY 27 AMDT 8 ADD PROC NOTE ACTIVATE MIRL  
RWY 9-27 ON 123.0.

FDC 4/90 FI/T /AZO/KALAMAZOO MUNI. KALAMAZOO MI.  
IFR DEP PROC RWY 35 CLIMB RWY HEADING TO 1300  
BEFORE TURNING EAST.

FDC 4/206 FI/T /265/GROSSE ILE MUNI. DETROIT, MI.  
VOR-A AMDT 2 ADD PROC NOTE ACTIVATE MIRL RWY 3-21,  
17-35 AND REIL RWY 3 ON UNICOM.

FDC 4/351 FI/T /76D/HURON COUNTY MEMORIAL. BAD AXE  
MI. VOR RWY 3 AMDT 8. VOR RWY 21 AMDT 7. TRML RTE  
ECK VORTAC TO BAD AXE VOR NA. RADAR RORD.

FDC 4/352 FI/T /56G/LAMONT, DECKERVILLE, MI. NDB  
RWY 9 AMDT 3, NDB RWY 27 AMDT 3. TRML RTE ECK  
VORTAC TO DOV NDB NA. RADAR RORD.

FDC 4/376 FI/T /JXN/JACKSON COUNTY-REYNOLDS FLD  
JACKSON MI. VOR RWY 5 AMDT 13 PROC TURN ALT 2500.  
VOR RWY 23 AMDT 15 DME MINS NA. DELETE JXN 3 DME  
AND ALT 1560.

FDC 4/446 FI/T /IWD/GOGEBIC/IRONWOOD/MI. ILS RWY 27 AMDT 1/VOR/DME RWY 27 AMDT 6 AND VOR RWY 9 AMDT 10. NOTE ACTIVATE HIRL 9/27 AND MALSR RWY 27 122.8.

FDC 4/543 FI/T /M55/TRI CITY/SAGINAW/MI. NDB RWY 5 AMDT 7/ILS RWY 23 ORIG ALTN MINS NA. ILS RWY 5 AMDT 9 LOC ALTN MINS NA. VOR RWY 5 AMDT 13/VOR RWY 14 AMDT 12/VOR RWY 32 AMDT 8. ALTN MINS NA FOR NON-DME EQUIPPED ACFT

FDC 4/654 FI/T /D95/DUPONT-LAPEER, LAPEER, MI. VOR-A AMDT 10 AFTER 2200 LCL ACTIVATE LIRL RWY 18/36 123.0.

FDC 4/661 FI/T /AWY MI/MOCA V7E/V133 ESC VORTAC TO MGT VOR/DME NA.

FDC 4/795 FI/T /CIU/CHIPPEWA COUNTY INTL SAULT STE MARIE MI. ILS RWY 16 AMDT 3 SI-ILS 16 CAT E DH 999 VIS 1/2 HAT 200. SI-LOC 16 CAT E MDA 1160 VIS 3/4 HAT 381. CIRCLING CAT E MDA 1360 VIS 2 HAA 561 FOR MILITARY USE ONLY.

FDC 4/909 FI/T /IWD/GOGEBIC, IRONWOOD, MI. ILS RWY 27 AMDT 1, VOR RWY 9 AMDT 10, VOR/DME RWY 27 AMDT 6 ALTN MINS NA.

FDC 4/930 FI/T /CMX/HOUGHTON COUNTY MEMORIAL, HANCOCK, MI. ILS RWY 31 AMDT 8 MISSED APCH CLIMB TO 2500 THEN DIRECT CM LOM /GALEY/ AND HOLD SE RIGHT TURNS 311 INBOUND. LOC/DME BC RWY 13 AMDT 7 NA.

FDC 3/1308 FI/T /IWD/ GOGEBIC COUNTY/ IRONWOOD/ MI. VOR RWY 9 AMDT 10 NOTE EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE. SI RWY 9 MDA 2300/HAT 1074 ALL CATS. VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3. CIRCLING CAT A MDA 2320/HAA 1090 VIS 1 1/4 CAT B MDA 2320/HAA 1090 VIS 1 1/2 CAT C MDA 2340/HAA 1110 VIS 3/CAT D MDA 2480/HAA 1250 VIS 3. ALTN MINS NA. NOTE USE RHINELANDER ALSTG/WHEN NOT AVAILABLE PROC NA. VOR/DME RWY 27 AMDT 6 NOTE EXCEPT FOR OPERATORS WITH APPROVED WEA REPORTING SERVICE. SI RWY 27 MDA 2280/HAT 1050 ALL CATS VIS CAT A 1 1/4 CAT B 1 1/2 CAT C/D 3. INDP TABLE DOES NOT APPLY TO MALSR RWY 27. CIRCLING CAT A MDA 2320/HAA 1090 VIS 1 1/4 CAT B MDA 2320/HAA 1090 VIS 1 1/2 CAT C MDA 2340/HAA 1110 VIS 3/CAT D MDA 2480/HAA 1250 VIS 3. ALTN MINS NA. NOTE USE RHINELANDER ALSTG/ WHEN NOT AVAILABLE PROC NA.

FDC 3/1402 FI/T /IWD/ GOGEBIC COUNTY IRONWOOD MI. ILS RWY 27 AMDT 1 NOTE. EXCEPT FOR OPERATORS WITH APPROVED WEATHER REPORTING SERVICE THE FOLLOWING APPLIES. SI-ILS DH 1720 HAT 490 ALL CATS. SI-LOC MDA 1920 HAT 690 ALL CATS. VIS CAT C 1 1/2 CAT D 1 3/4. CIRCLING MDA CAT A B AND C 2320 HAA 1090. CAT D MDA 2480 HAA 1250. VIS CAT A 1 1/4 CAT B 1 1/2 CAT C AND D 3. USE RHINELANDER ALTIMETER SETTING. WHEN NOT AVAILABLE PROC NA. ALTN MINS NA.

FDC 3/2549 FI/T /APH/ PHELPS COLLINS, ALPENA, MI. VOR RWY 19 AMDT 12, VOR RWY 1/TAC/AMDT 12, VOR RWY 13/TAC/AMDT 10. WHEN PELLSTON CTLZ NOT IN EFFECT ALTN MINS NA.

FDC 3/2557 FI/T /BFA/ BOYNE MOUNTAIN BOYNE FALLS/ MI. NDB-A AMDT 3 CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE AMERS INT ALT AND ALL MDA/S 100. RNAV-B ORIG CHG NOTE WHEN PELLSTON ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE 2.2NM FROM MAP WPT ALT AND ALL MDA/S 100.

FDC 3/2565 FI/T /AWY, MI. WHEN PELLSTON MI CTLZ NOT IN EFFECT, RADAR REQUIRED FOR V233 BETWEEN MOP VOR/DME AND GLR VOR/DME.

FDC 3/2589 FI/T /GLR/ OTSEGO GAYLORD MI. NDB RWY 9 AMDT 6 VOR RWY 9 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE ALL MDA/S 360. VOR RWY 27 AMDT 5 CHG NOTE WHEN LOCAL ALSTG IS NOT AVBL USE TRAVERSE CITY ALSTG AND INCREASE GLR 4 DME STEP DOWN FIX ALT AND ALL MDA/S 360.

## OHIO

[NOTICES TO AIRMEN]

### MARYSVILLE

MARYSVILLE NDB (MRT) OTS INDEFINITE. (5/84)

[FDC NOTAMS]

FDC 4/254 FI/P /A4G/FREMONT, FREMONT, OH. VOR RWY 9 AMDT 5 CORRECT US GOVT CHART/AL-5181/CHANGE NOTICE EFF 2 FEB 84.. VIS CAT B SI AND CIRCLING SHOULD READ 1 1/4 MILES.

FDC 4/301 FI/T /2D7/BEACH CITY, BEACH CITY, OH. VOR-A AMDT 1 PROC NA.

FDC 4/304 FI/T /2G1/ CONCORD AIRPARK, PAINESVILLE, OH. VOR-A AMDT 7 PROC NA.

FDC 4/970 FI/T /TOL/TOLEDO EXPRESS, TOLEDO, OH. RADAR-1 AMDT 12, MISSED APCH 1/2 MILE FROM THRESHOLD ALL RWYS.

FDC 3/012 FI/T /AXV/ NEIL ARMSTRONG WAPAKONETA, OH. VOR-A AMDT 2 MSA FROM ROD VORTAC 3000.

FDC 3/013 FI/T /I17/ PIQUA, OH. VOR RWY 26 AMDT 2 MSA FROM ROD VORTAC 3000.

FDC 3/2237 FI/T /CLE/ CLEVELAND HOPKINS INTL, CLEVELAND, OH. RWY 18R-36L REDESIGNATED RWY 18-36. RNAV RWY 18R AMDT 7 CHANGED TO RNAV RWY 18 AMDT 7. RNAV RWY 36L AMDT 7 CHANGED TO RNAV RWY 36 AMDT 7. RADAR-1 AMDT 27 ASR RWY 18R AND 36L CHANGED TO 18 AND 36. IFR TKOF MINS AND DEP PROCS CHANGE REF RWY 18R/18L TO 18 AND 36R/36L TO 36.

FDC 3/2548 FI/T /YNG/ YOUNGSTOWN MUNI, YOUNGSTOWN, OH VOR RWY 18 AMDT 15 RWY 18-36 REDESIGNATED 1-19. VOR RWY 18 CHANGED TO VOR RWY 19 AMDT 15. PROC TURN CHANGED TO RIGHT SIDE OF CRS 003 OUTBOUND 2700 WITHIN 10 MILES OF YNG VORTAC. NDB RWY 32 AMDT 16. ILS RWY 14 AMDT 2. ILS RWY 32 AMDT 21, VOR RWY 19 AMDT 15, AND RADAR-1 AMDT 8 ADD NOTE WHEN ATCT CLSD CTC YNG FSS 119.5 FOR MALSR RWY 14 OR SSALR RWY 32.

FDC 3/2586 FI/T /CGF/ CLEVELAND/CUYAHOGA CO CLEVELAND OH. VOR-A ORIG. ILS RWY 23 AMDT 7. NDB RWY 23 AMDT 3. LOC BC RWY 5 AMDT 5. CHG NOTE TO READ WHEN CTLZ NOT IN EFFECT USE CLEVELAND ALSTG AND INCREASE ALL MDA'S 80 FEET.

## WISCONSIN

[NOTICES TO AIRMEN]

### NEW LONDON

NEW LONDON AVIATION INC ARPT: CLSD PERMLY. (4/84)

### OSHKOSH

WITTMAN FIELD: ILS RWY 36 (I-OSH) SHUTDOWN TIL 01 JUN 84. (4/84) RWY 18/36 CLSD TIL 01 JUNE 84.



(4/84) WHEN ILS RWY 36 (I-DSH) RTS. GS WILL BE UNRESTRICTED. (4/84)

[FDC NOTAMS]

FDC 4/28 FI/T /DSH/ WITTMAN FIELD, OSHKOSH, WI. ILS RWY 36 AMDT 4, NDB RWY 36 AMDT 3, LOC DME BC RWY 18 AMDT 3, VOR RWY 18 AMDT 4, VOR RWY 27 AMDT 2, VOR RWY 36 AMDT 14, VOR RWY 9 AMDT 6 ADD PROC NOTE WHEN ATCT CLSD ACTIVATE HIRLS RWY 18-36 AND MALSR RWY 36 ON 118.5.

FDC 4/132 FI/T /RHI/RHINELANDER-ONEIDA COUNTY RHINELANDER WI. ILS RWY 9 AMDT 1 ALTN MINS NA.

FDC 4/158 FI/T /MSN/DANE COUNTY REGIONAL-TRUAX FIELD, MADISON, WI. HI-TACAN RWY 36 AMDT 1 SI 36 MDA 1360/HAT 498 CATS C,D,E. VIS CAT D RVR 5000 CAT E RVR 6000.

FDC 4/316 FI/T /UES/WAUKESHA COUNTY/WAUKESHA/ WI. LOC RWY 10 ORIG/VOR-A AMDT 11 ADD NOTE ACTIVATE MIRL RWY 10-28/LIRL RWY 18R-36L/REIL RWY 10 ON 123.7.

FDC 4/327 FI/T /ATW/OUTAGAMIE COUNTY APPLETON WI. NDB RWY 3 AMDT 8/NDB RWY 11 AMDT 1/ NDB RWY 29 AMDT 1/ ILS RWY 3 AMDT 10/LOC BC RWY 21 AMDT 2/ VOR/DME RWY 3 AMDT 1/ RNAV RWY 29 AMDT 1..CHG NOTE ACTIVATE HIRLS RWY 3/21 11/29 REIL RWY 11/29 AND SSALR RWY 3 ON 119.6.

FDC 4/335 FI/T /STE/STEVENS POINT MUNI STEVENS POINT WI. VOR RWY 3 AMDT 9..VOR RWY 21 AMDT 13, VOR RWY 30 AMDT 12. NOTE.. ACTIVATE MIRL RWY 3/21 12/30 VASI RWY 3/21 MALSR RWY 21 ON UNICOM.

FDC 4/432 FI/T /FLD/FOND DU LAC COUNTY FOND DU LAC WI. NDB RWY 9 AMDT 3 SDF RWY 36 AMDT 3 VOR/DME RWY 18 AMDT 4 VOR/DME RWY 36 AMDT 4 ADD NOTE ACTIVATE MIRLS RWY 9-27 RWY 18-36 AND REIL RWY 18.36 ON UNICOM.

FDC 4/433 FI/T /SUW/RICHARD I BONG SUPERIOR WI. NDB RWY 31 ORIG VOR RWY 13 AMDT 2 VOR/DME RWY 31 ORIG. ADD NOTE ACTIVATE MIRL RWY 13-31 ON UNICOM.

FDC 4/471 FI/T /CO2/AMERICANA LAKE GENEVA WI. VOR RWY 23 AMDT 4 VEENA TO BUU VOR 178. COURSE OUTBOUND TO PT 041. FAC 221. MISSED APCH HOLDING NE, RIGHT TURN, 221 INBOUND. ADD NOTE ACTIVATE MIRL 5/23 UNICOM.

FDC 4/669 FI/T /C31/HARTFORD MUNI/HARTFORD/WI. VOR-A AMDT 3 TRML RTE CARVY INT TO ETB VOR CHG CRS TO 170 DEGREES. FAC 251. HOLDING IN LIEU OF PROC TURN HOLD EAST ETB VOR 251 INBOUND RIGHT TURNS. 2800 IN LIEU OF PROC TURN/IAF/. MISSED APCH CLIMBING RIGHT TURN TO 2800 VIA ETB VOR R-251 TO ETB VOR AND HOLD EAST RIGHT TURNS 251 INBOUND. SLING INT DESCRIBED AS THE ETB VOR R-251 AND BAE VORTAC R-360. NDB RWY 11 AMDT 2 KIERS INT FAF DESCRIBED AS THE ETB VOR R-265 AND HXF NDB BRG 304.

FDC 4/935 FI/T /LSE/LA CROSSE MUNI LA CROSSE WI. NDB RWY 18 AMDT 9 SI RWY 18 VIS CAT A 1 1/4 CAT B 1 1/2 CAT C 3 CAT D 3. NDB/VOR MINS SI RWY 18 VIS CAT A 1 CAT B 1 1/4 CAT C 2 1/4 CAT D 2 1/2. INOP TABLE DOES NOT APPLY TO MALSR, ILS RWY 18 AMDT 11 SI ILS RWY 18 VIS 3/4 ALL CATS. SI LOC-18 VIS CAT A 1 CAT B 1 CAT C 2 CAT D 2 1/4. LOC/VOR MINS SI-LOC-18 CAT A 1 CAT B 1 CAT C 1 1/4 CAT D 1 1/2.

FDC 4/853 FI/T /D27/PRICE COUNTY, PHILLIPS, WI. NDB-A, AMDT 2: ACTIVATE MIRL RWY 6/24 AND REIL RWY 24 ON UNICOM.

FDC 3/26R FI/T /JVL/ ROCK COUNTY JANESVILLE, WI. VOR/DME RWY 22 TAC AMDT 1 SI CIRCLING MDA 1500 ALL CATS HAT 695/HAA 692. SI AND CIRCLING VIS CAT A/B 1 CAT C 2 CAT D 2 1/4. CAT D ALTN MIN 800 2 1/2. VDP NA.

FDC 3/439 FI/T /DSH/ WITTMAN FIELD OSHKOSH, WI. NDB RWY 36 AMDT 3 ILS RWY 36 AMDT 4 LOC/DME BC RWY 18 AMDT 3 ALTN MINS NA.

FDC 3/504 FI/T /MSN/ DANE COUNTY REGIONAL/ TRUAX FIELD MADISON WI. NDB RWY 36 AMDT 25 ILS RWY 18 AMDT 3 ILS RWY 36 AMDT 25. WHEN ATCT NOT IN OPN ALTN MINS NA.

FDC 2/1762 FI/T /LNL/ KINGS LAND OLAKES LAND OLAKES WI. NDB RWY 14 AMDT 6 PROC NA.

FDC 2/254B FI/T /SBM/ SHEBOYGAN COUNTY MEMORIAL SHEBOYGAN, WI. NDB RWY 21 AMDT 4 PROC NA.

\*\*\* SOUTHEAST \*\*\*

ALABAMA

[NOTICES TO AIRMEN]

CENTRAL

EVANS ARPT: FACILITY ABANDONED. (4/84)

TROY

TROY MUNI ARPT: RWY 25 VASI CMSND. (4/84)

[FDC NOTAMS]

FDC 4/616 FI/P /EUF/WEEHON FIELD EUFALA AL. VOR RWY 18 AMDT 4. MSA EUF VORTAC 330-150 3300. THIS BECOMES VOR RWY 18 AMDT 5.

FDC 4/757 FI/T /3A1/ FOLSOM FIELD, CULLMAN, AL. IFR DEP PROC. RWYS 1 AND 19, CLIMB RWY HEADING TO 1500 BEFORE TURNING ON CRS.

FDC 4/842 FI/T /LOR/LOWE AHP FORT RUCKER /OZARK/AL COPTER NDB 060 AMDT 1 PROC NA.

FDC 4/848 FI/T /7A2/DEMOPOLIS MUNI DEMOPOLIS AL VOR/DME - A AMDT 1 PROC NA.

FDC 3/496 FI/T /HSV/ HUNTSVILLE-MADISON COUNTY-CARL T. JONES FIELD HUNTSVILLE, AL. TKOF MINS RWYS 18R/36L STANDARD. IFR DEP PROC. RWYS 36L/36R CLIMB RWY HEADING TO 800 BEFORE TURNING.

FLORIDA

[NOTICES TO AIRMEN]

BARTOW

BARTOW MUNI: ATCT HRS 0700-1700 LCL. (5/84)

PLANT CITY

PLANT CITY MUNI ARPT: RWY 09 THR DSPLCD 200 FT. RWY 27 THR DSPLCD 100 FT. (4/84)

[FDC NOTAMS]

FDC 4/260 FI/T /CRG/CRAIG MUNI JACKSONVILLE FL. RADAR-1 AMDT 3 CIRCLING MDA 660 FT HAA 619 FT ALL CATS VISIBILITY 1 1/4 CAT B 1 3/4 CAT C. MISSED APPROACH CLIMB TO 1000 THEN CLIMBING RIGHT TURN TO 2000 DIRECT JAX VORTAC AND HOLD SE RT 335 INBOUND.

FDC 4/368 FI/T /TPA/TAMPA INTL TAMPA FL. LOC BC RWY 36R AMDT 18. SI MDA 500/HAT 480 ALL CATS. VIS CAT C 1 1/4 CAT D 1 1/2. NDB RWY 36L AMDT 12. SI MDA 560/HAT 548 ALL CATS. RADAR-1 AMDT 10 ASR RWY 36L MDA 500/HAT 488 ALL CATS. ASR RWY 36R MDA 500/HAT 480 ALL CATS. REASON..238 FT TMPRY CRANE 1.2 NM SE THR RWY 36R.

FDC 4/465 FI/T /81U/DESTIN-FT WALTON BEACH/DESTIN. FL. RADAR-1 AMDT 5. SI 14 AND SI 32 FAF 5NM RADAR - 1500 FEET.

FDC 4/475 FI/T /DCF/OCALA MUNI/JIM TAYLOR FIELD Ocala FL. LOC RWY 36 AMDT 2 VOR RWY 36 AMDT 11. MSA FROM DCF VORTAC 2100.

FDC 4/566 FI/T /OMN/ ORMOND BEACH MUNI ORMOND BEACH FL. VOR RWY 8 AMDT 9. PROC NA.

FDC 4/596 FI/T /TPF/PETER O KNIGHT TAMPA FL. TKOF MINS..RWY 3 400-1 OR STANDARD WITH MIN CLIMB OF 540FT PER NM TO 400 FT. REASON..253FT CRANE AT DEP END OF RWY 3.

FDC 4/623 FI/T /TIX/TITUSVILLE-COCOA/TITUSVILLE/FL. NDB RWY 18 AMDT 9/ILS RWY 36 AMDT 7. MSA FROM GGL NDB 090-180 15000/180-090 2700.

FDC 4/626 FI/T /TLH/TALLAHASSEE MUNI TALLAHASSEE FL LOC BC RWY 18 AMDT 13. PROC NA.

FDC 4/695 FI/T /FPR/ST LUCIE COUNTY INTL. FORT PIERCE, FL TKOF MINS RWY 36 600-1 OR STANDARD WITH A MIN CLIMB OF 250 FT PER NM TO 600 FT. RWY 18 600-1 OR STANDARD WITH MIN CLIMB OF 300 FT PER NM TO 600 FT.

FDC 4/782 FI/T AWYS. V3/51 MALET FL FIX TO ORMOND BEACH /OMN/FL VORTAC MEA 4000. V1525 OAKIE FL FIX TO ORMOND BEACH/OMN/ FL VORTAC MEA 4000.

FDC 4/802 FI/T /DAB/DAYTONA BEACH REGIONAL. DAYTONA BEACH FL VOR RWY 34..AMDT 2..PROC NA. VOR RWY 16 AMDT 15..MISSED APCH: CLIMB TO 4000 VIA OMN R-161 TO SMYRA INT AND HOLD. LOC BC RWY 24R AMDT 10..18 DME ARC UNUSBL R-151 CLKWS R-161 BLO 4000. ILS RWY 6L AMDT 24..18 DME ARC UNUSBL R-161 CLKWS R-166 BLO 4000.

FDC 4/855 FI/T /FMY/PAGE FIELD MFORT MYERS FL. TKOF MINS RWY 5. 400-1 OR STANDARD WITH MIN CLIMB OF 300 FEET PER NM TO 400 FEET. REASON...167 FT CRANE 1/2 NM NE OF ARPT.

FDC 4/916 FI/T /TLH/TALLAHASSEE MUNI TALLAHASSEE FL. ILS RWY 36 AMDT 19. WHEN ATCT CLSD ACTIVATE SSALR 118.7.

FDC 4/917 FI/T /TLH/TALLAHASSEE MUNI. TALLAHASSEE FL. ILS RWY 27L AMDT 1. S-ILS 27L DH 304. VIS 4000. HAT 250 ALL CATS. S-LOC 27L VIS 4000 CATS A AND B. S-LOC 27L (LOC/VOR MINIMA) VIS 4000 CATS A/B AND C.

FDC 3/168 FI/T /BOW/ BARTOW MUNI BARTOW, FL. VOR/DME RWY 9L ORIG. SI-9L MINS NA.

FDC 3/630 FI/T DIRECT RTE EGLIN FL. VORTAC /VPS/ R-180/31.8 TO PHIPS INT FL NA. PHIPS INT FL NA.

FDC 3/1767 FI/T /TPA/ TAMPA INTL. TAMPA FL. IFR DEP PROC RWY 18L CLIMB RWY HEADING TO 300 BEFORE TURNING LEFT. REASON: TMPRY 197 FT CRANE 1/2 MILE SE DEP END RWY 18L.

FDC 3/2240 FI/T /TLH/ TALLAHASSEE MUNI. TALLAHASSEE FL. ILS RWY 36 AMDT 19. HI-ILS RWY 36 AMDT 1 GLIDE SLOPE ANGLE 3.00 DEGREES. GLIDE SLOPE ALTITUDE OVER OM 1439 FT. MM 300 FT. TCH 54 FT. S-ILS-36 DH 300 FT HAT 236 FT ALL CATS.

FDC 3/2358 FI/T /TPA/ TAMPA INTERNATIONAL TAMPA FL. VOR RWY 9 AMDT 7. SI MDA 640/HAT 619 ALL CATS. VIS 1 3/4 CAT C. 2 CAT D. CIRCLING MDA 640/HAA 613 ALL CATS. VIS 1 3/4 CAT C. DME MINIMA....SI MDA 500/HAT 479 ALL CATS.

FDC 3/2425 FI/P /AWY, FL V267 JAX VORTAC TO WORMS INT MEA/MOCA 3000.

GEORGIA

[NOTICES TO AIRMEN]

LAVONIA

SHUFORD MUNI ARPT: FACILITY ABANDONED. (4/84)

STATESBORO

STATESBORO MUNI ARPT: ACTIVATE MIRL 13/31 AFTER 2400 & VASI RWY 13/31 122.8. (4/84)

[FDC NOTAMS]

FDC 4/419 AGS FI/T BUSH FIELD AUGUSTA GA. EFFECTIVE EXCEPT WHEN ATC ADVISES CRANE IS DOWN. NDB RWY 17 AMDT 12. SI MDA 760/HAT 615 ALL CATS. VIS 6000 CAT C. 1 3/4 CAT D. CIRCLING MDA 760/HAA 615 ALL CATS. VIS 1 3/4 CAT C. NDB RWY 35 AMDT 25. CIRCLING MDA 760/HAA 615 CATS C.D. ILS RWY 17 AMDT 4 ILS RWY 35 AMDT 24/RADAR-1 AMDT 6 CIRCLING MDA 760/HAA 615 CATS C/D/ VIS 1 3/4 CAT C. REASON TMPRY CRANE 1.4 NM NW OF ARPT.

FDC 4/527 FI/T /VLD/VALDOSTA MUNI, VALDOSTA, GA. ILS RWY 35 AMDT 3. TEARDROP VLD VOR/DME TO I-VLD LOC NA. KARPP INT NA. MISSED APCH-CLIMB TO 800 THEN CLIMBING LEFT TURN TO 2000 VIA VLD R-360 TO VLD VOR/DME AND HOLD NORTH, RT. 180 INBOUND. VOR RWY 35 AMDT 24. PROC TURN LEFT SIDE OF CRS 177 OUTBOUND. MISSED APCH-CLIMBING LEFT TURN TO 1800 VIA VLD R-360 TO VLD VOR/DME ANDHOLD NORTH, RT. 180 INBOUND. VOR RWY 17 ORIG. MISSED APCH-CLIMB TO 2000 VIA VLD R-004 TO VLD VOR/DME AND HOLD NORTH, RT. 180 INBOUND.

FDC 4/727 FI/T /17A/GWINNETT COUNTY LAWRENCEVILLE GA. NDB RWY 25 ORIG. SI MDA 1700/HAT 664 ALL CATS. VIS 1 3/4 CAT C 2 CAT D.

FDC 4/801 FI/T /LSF/LAWSON AAF FORT BENNING/COLUMBUS/GA ILS RWY 32 AMDT 6..TRML ROUTE BOLYN INT TO XLE NDB 332/3.2.

FDC 4/805 FI/T /ABY/ALBANY-DOUGHERTY COUNTY, ALBANY, GA. LOC BC RWY 22 AMDT 4. TRML ROUTE ABY VORTAC TO ODOMS INT NA.

FDC 3/662 FI/T /ATL/ THE WILLIAM B HARTSFIELD ATLANTA INTL ATLANTA, GA. ILS RWY 8 AMDT 54. ADD NOTE: LOC UNUSBL INSIDE RWY THR.

FDC 3/2574 FI/T AWY V185 AGS VORTAC /AUGUSTA GA/ TO GRD VORTAC/ GREENWOOD SC/ NA USING AGS R-003. USE GRD R-180 AGS TO GRD.

KENTUCKY  
[NOTICES TO AIRMEN]

ELIZABETHTOWN

ELIZABETHTOWN ARPT: RWY 05/23 NOW 3400 FT BY 75 FT.  
RWY 05 THR DSPLCD 600 FT. RWY 23 THR DSPLCD 500  
FT. (4/84)

MAYFIELD

MAYFIELD GRAVES COUNTY ARPT: RWY 18 THR DSPLCD 340  
FT. RWY 36 THR DSPLCD 340 FT. (4/84)

NEW HOPE

NEW HOPE VORTAC (EWD) VOR DTG 05 JUN - 14 JUN 84.  
(4/84)

PADUCAH

BARKLEY REGIONAL ARPT: CLSD TO ACR OPERATIONS WITH  
MORE THAN 30 PASSENGER SEATS EXCEPT 24 HRS PPR CALL  
502-442-0521. (4/84)

RUSSELLVILLE

RUSSELLVILLE-LDGA COUNTY ARPT: RWY 06/24 LIRL DTG  
INDEFINITE. RWY 24 THR DSPLCD 800 FT. (5/84)

[FDC NOTAMS]

FDC 4/215 FI/T /SDF STANDIFORD FIELD LOUISVILLE,  
KY. ILS RWY 1 AMDT 6 AND HI ILS/DME RWY 1 AMDT 3  
DH 718 HAT 250.

FDC 4/233 FI/T /126/HENDERSON CITY-COUNTY HENDERSON  
KY. NDB RWY 8 ORIG NA SUNSET TO 0700 LCL DAILY.

FDC 4/255 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY. NDB RWY 4 AND SDF RWY 4 AMDT 2 PROC  
NA FROM 2400 TO 1100Z/ 2000-0700 LCL/.

FDC 4/256 FI/T /SME/SOMERSET-PULASKI COUNTY  
SOMERSET KY. NDB RWY 4 AMDT 2 SDF RWY 4 AMDT 2.  
PROCS NA AT NIGHT.

FDC 4/548 FI/T /105/STURGIS MUNI. STURGIS KY NDB  
RWY 36 AMDT 4 NA 1800-0600 LCL DAILY.

FDC 3/563 FI/T /198/ ELIZABETHTOWN ELIZABETHTOWN,  
KY. RNAV RWY 5 ORIG PROC NA.

MISSISSIPPI

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/864 FI/T /GWD/GREENWOOD-LEFLORE GREENWOOD,  
MS. ILS RWY 18 AMDT 3. S-ILS-18 DH 395 VIS 3/4 HAT  
250 ALL CATS. S-LOC-18 VIS 3/4 ALL CATS.

FDC 4/896 FI/T /JAN/ALLEN C. THOMPSON FIELD,  
JACKSON, MS. ILS RWY 15L AMDT 2, ILS RWY 33L AMDT  
2, NDB RWY 15L AMDT 2, LOC BC RWY 15R AMDT 2,  
RADAR-1 AMDT 9. ADD NOTE: RADAR REQUIRED. MISSED  
APCH AS DIRECTED BY ATC.

FDC 2/2736 FI/T /JAN / ALLEN C. THOMPSON FIELD  
JACKSON, MS. ILS RWY 15L AMDT 11 CAT 11 NA WHEN  
ATCT CLSD.

NORTH CAROLINA

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/841 FI/T /CLT/CHARLOTTE-DOUGLAS INTL,  
CHARLOTTE, NC. LOC BC RWY 23 AMDT 2. ATELL/IAF/CLT  
11.7 DME. LECAR /FAF/ CLT 6.7 DME.

FDC 4/863 FI/T /ILM/NEW HANDOVER COUNTY, WILMINGTON,  
NC. ILS RWY 34 AMDT 18, HI-ILS RWY 34, SI ILS DH  
280/HAT 250 ALL CATS. VIS RVR 4000 ALL CATS. SI  
LOC VIS RVR 4000 CATS A/B/C.

FDC 4/869 FI/T /MOI/DARE COUNTY REGIONAL MANTED NC  
VOR RWY 16 ORIG. PROC NA.

FDC 4/912 FI/T /W52/HORACE WILLIAMS, CHAPEL HILL,  
NC. RADAR-1 AMDT 3. CIRCLING MDA 1140, HAA 631 ALL  
CATS. VIS CAT C 1 3/4. REASON: 780 FT TMPRY CRANE  
1.3 NM NORTHEAST OF AIRPORT.

FDC 4/952 FI/T /CLT/CHARLOTTE/DOUGLAS INTL,  
CHARLOTTE, NC. RNAV RWY 23 AMDT 2. PROC NA.

FDC 4/956 FI/T /CLT/CHARLOTTE/DOUGLAS INTL,  
CHARLOTTE, NC. RADAR-1 AMDT 16. ASR RWY 18R MISSED  
APCH - CLIMB TO 2300 DIRECT FML VORTAC AND HOLD,  
SOUTH, RT, 006 INBOUND. LOC BC RWY 23 AMDT 2.  
MISSED APCH - CLIMBING LEFT TURN TO 3000 VIA FML R-  
006 TO FML VORTAC AND HOLD, SOUTH, RT, 006 INBOUND.  
NDB RWY 23 AMDT 2, CLIMBING LEFT TURN TO 3000 VIA  
FML R-006 TO FML VORTAC AND HOLD, SOUTH, RT, 006  
INBOUND.

FDC 4/976 FI/T /GWW/GOLDSBORO-WAYNE MUNI, GOLDSBORO,  
NC. NDB RWY 22 AMDT 1/VOR-B AMDT 1/VOR/DME-A AMDT  
2. OBTAIN LCL ALSTG ON UNICOM 122.8.

FDC 3/183 FI/T /45J/ ROCKINGHAM-HAMLET ROCKINGHAM,  
NC. VOR/DME-A AMDT 5. MISSED APCH HOLDING PATTERN:  
HOLD WEST RIGHT TURN 085 INBOUND.

FDC 3/802 FI/T /AVL/ ASHEVILLE REGIONAL ASHEVILLE,  
NC. NDB RWY 16 AMDT 14, NDB RWY 34 AMDT 15, ILS RWY  
34 AMDT 20, ILS RWY 16 AMDT 2. ALTN MISSED  
APCH. WHEN ATCT CLSD CLIMB TO 6000 THEN DIRECT TO  
SUG VORTAC AND HOLD SOUTH 357 DEGREES INBOUND.

FDC 3/1443 FI/T /AVL/ASHEVILLE REGIONAL, ASHEVILLE  
NC. ILS RWY 16 AMDT 2. TRML ROUTE SOT VORTAC TO  
JUNOE INT R-114/20.9 SI-ILS DH 2379/HAT 214. VIS  
3/4 ALL CATS. SI-LOC VIS 1 NM CATS A/B. MAP 5.0  
AFTER IM LOM. DELETE NOTE: INOP TABLE DOES NOT  
APPLY. ADD NOTE: SI-ILS DH INCREASED TO 2415 FOR  
INOP MM. CHANGE NOTE TO READ: ILS UNUSABLE FROM 0.5  
NM INBOUND. NDB RWY 16 AMDT 14, TRML ROUTE SOT  
VORTAC TO JUNOE INT R-114/20.9.

FDC 3/1937 FI/T /SDP/ MOORE COUNTY, SOUTHERN PINES,  
NC. LOC RWY 5 AMDT 2. RADAR REQUIRED FOR FAF,  
MISSED APPROACH CLIMBING LEFT TURN TO 2500 RADAR  
VECTOR TO SDZ VORTAC AND HOLD. HOLD WEST, RIGHT  
TURN, 085 INBOUND. WHEN FAYETTEVILLE CTLZ NOT IN  
EFFECT PROCEDURE NA.

FDC 3/2176 FI/T PIPPE INT NC. SDZ VORTAC R-082 AND  
FAY VORTAC R-320 NA.

FDC 3/2177 FI/T /AWY/ NC. V136 DENIL INT NC CHANGED TO DENIL DME FIX FAY R-009/021 DME.

FDC 3/2582 FI/T /ILM. NEW HANOVER COUNTY WILMINGTON NC. VOR-A /TAC/ ADMT 1 NA.

FDC 3/2583 FI/T /ACZ/ HENDERSON FIELD WALLACE NC. VOR/DME-A AMDT 3 NA.

PUERTO RICO

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

NO NOTICES THIS ISSUE

SOUTH CAROLINA

[NOTICES TO AIRMEN]

GREER

GREENVILLE-SPARTANBURG ARPT: CLSD TO UNSCHEDULED ACR OPERATIONS WITH MORE THAN 30 PASSENGER SEATS 0030-0530 EXCEPT 24 HRS PPR CALL 803-877-7426. (4/84)

LAKE CITY

CLIFF J. EVANS ARPT: CLSD INDEFLY. (4/84)

NORTH MYRTLE BEACH

GRAND STRAND: ATCT HRS 0700-2100 LCL. (4/84)

ROCK HILL

BRYANT FIELD: RWY 09/27 CLSD INDEFLY. (4/84)

[FDC NOTAMS]

FDC 4/159 FI/T /CHS/CHARLESTON AFB/INTL, CHARLESTON, SC. VOR/DME OR TACAN RWY 3 AMDT 10. SI MDA 480/HAA 443. REASON: TMPRY 227 FT CRANE 1/4 MILE SE OF ARPT.

FDC4/850 FI/T /CRE/GRAND STRAND NORTH MYRTLE BEACH SC VOR RWY 5 AMDT 5 DME MINIMA 5-5 MDA 480 HAT 447 ALL CATS. VOR/DME OR TACAN RWY 5. AMDT 2 5-5 MDA 480 HAT447 ALL CATS. 225 FT CRANE 3/4 MILES SW OF AIRPORT.

TENNESSEE

[NOTICES TO AIRMEN]

CROSSVILLE

CROSSVILLE MEMORIAL ARPT: ILS RWY 25 (I-CSV) LOC/GS OTS 04 JUN THRU 15 JUN 84. (5/84)

[FDC NOTAMS]

FDC 3/2116 FI/T /BNA/ NASHVILLE METROPOLITAN, NASHVILLE, TN. NDB RWY 20R AMDT 2. DME MINS 1060/HAT 482 ALL CATS. VIS RVR 6000 FEET CAT C. VOR/DME RWY 20R AMDT 3. SI MDA 1020/HAT 442 ALL CATS. VIS RVR 6000 FEET CAT C. 1 1/2 CAT D. VOR/DME RWY 20L AMDT 2. SI MDA 1020/HAT 430 ALL CATS. VIS 1 1/4 CAT C. 1 1/2 CAT D. REASON: TMPRY CRANES 760 MSL. 360853N-864121W, 8118 FEET NW OF ARPT AND 732 MSL 6881 FEET NW OF ARPT /360819N-864150W/.

FDC 3/2285 FI/T /THA/ TULLAHOMA MUNI, TULLAHOMA TN. VOR-A AMDT 1. VOR/DME-B AMDT 1. ESTIL INT SYI 19.6 DME ONLY.

FDC 3/2590 FI/T /RVN/HAWKINS COUNTY, ROGERSVILLE, TN. NDB RWY 7 ORIG. NIGHT MINS NA.

FDC 2/1734 FI/T /MOY/ SMYRNA SMYRNA TN. NDB RWY 32 AMDT 5 SI MDA 1060 HAT 543 ALL CATS VIS 1 1/2 CAT D. CIRCLING MDA 1060 HAA 517 CATS A /B.

VIRGIN ISLANDS (U.S.)

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

\*\*\* NORTHEAST \*\*\*

CONNECTICUT

[NOTICES TO AIRMEN]

NEW HAVEN

TWEED-NEW HAVEN ARPT: RWY 14 THR DSPLCD 838 FT. (4/84)

[FDC NOTAMS].

FDC 4/822 FI/P /BDL/BRADLEY INTL WINDSOR LOCKS CT. NDB RWY 6 AMDT 24 /AL-460/CORRECT U.S. GOVT CHART NA VOL 1 DATED 12 APR 1984. TRML ROUTE JUDDS INT TO DRISS INT CHANGE DSTC TO 6.5 VICE 6.3...CHANGE DSTC DRISS INT TO PENNA INT TO 10.0 VICE 9.9.

FDC 4/928 FI/P /HVN/ TWEED-NEW HAVEN, NEW HAVEN, CT. CORRECT U.S. GOVT CHART U.S. NORTHEAST, VOL 1 TAKE-OFF MINS SHOULD READ RWYS 2, 14, 20 300-1. RWY 32 400-1.

FDC 3/1025 FI/T /MMK/ MERIDEN MARKHAM MERIDEN, CT. VOR RWY 36 ORIG NDB RWY 36 AMDT 4 PROC NA AT NIGHT.

FDC 2/2967 FI/T /HFD/ HARTFORD-BRAINARD HARTFORD, CT. VOR-A AMDT 5. VOR/DME OR VOR/NDB MDA 640/HAA 621 CAT A MDA 1000/HAA 981 CAT D. NDB-B AMDT 5 MDA 1000/HAA 981 CAT D.

DELAWARE

[NOTICES TO AIRMEN]

MIDDLETOWN

SUMMIT AIRPARK: RWY 35 THR DSPLCD 1500 FT. (4/84)

[FDC NOTAMS]

FDC 3/810 FI/T /ILG/ GREATER WILMINGTON NEW CASTLE COUNTY WILMINGTON, DE. NDB RWY 1 AMDT 15 ILS RWY 1 AMDT 17 LOC ONLY WHEN ATCT CLSD ALTN MINS NA.

DISTRICT OF COLUMBIA

[NOTICES TO AIRMEN]

WASHINGTON

WASHINGTON NATIONAL ARPT: EFFECTIVE 15 MAY 84 LDIN RWY 18 FOR 30 DAY TEST PERIOD. HIGH INSTY WHITE FLASHING LGTS IN UNISON WILL BE INCLUDED RWY 18 LDIN SYSTEM. FLASHERS LCTD ON KEY, ROOSEVELT, MEMORIAL & MASON BRIDGES. LGTS CONTROLLED BY DCA ATCT. LDA RWY 18 (I-ASO) LOC UNUSABLE BEYOND 033 DEGS RIGHT SIDE OF COURSE. (4/84)

[FDC NOTAMS]

FDC 4/528 FI/T /DCA/WASHINGTON NATIONAL, WASHINGTON, D.C. TKOF MINS RWY 33 500-1 OR STANDARD WITH MIN CLIMB OF 350 FT/NM TO 500. RADAR-1 AMDT 22. SI-15 MDA 720/HAT 705 ALL CATS. CIRCLING MDA 720/HAA 704 ALL CATS. SI AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D. VOR RWY 15 AMDT 5. DUAL VOR OR VOR/DME MINS SI-15 MDA 720/HAT 705 ALL CATS. CIRCLING MDA 720/HAA 704 ALL CATS. SI-15 AND CIRCLING VIS 2 CAT C, 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D. ILS RWY 36 AMDT 32. CIRCLING MDA 720/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS SI-ILS 800 - 2 1/4 CAT D. SI-LOC VIS 2 1/4 CAT D. NDB RWY 36 AMDT 6. CIRCLING MDA 720/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D. VOR RWY 36 AMDT 7. CIRCLING MDA 720/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D. RNAV RWY 3 AMDT 5. CIRCLING MDA 720/HAA 704 CAT D. RNAV RWY 33 AMDT 3. CIRCLING MDA 720/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D. RNAV-1 AMDT 4. CIRCLING MDA 720/HAA 704 CAT D. VIS 2 1/4 CAT D. ALTN MINS VIS 2 1/4 CAT D.

FDC 4/859 FI/P /IAD/DULLES INTL WASHINGTON DC. ILS RWY 19R AMDT 17. SI LOC VIS RVR 4000 CAT C..THIS IS ILS RWY 19R AMDT 18.

FDC 2/2587 FI/T /DCA/ WASHINGTON NATIONAL WASHINGTON, D.C. ILS RWY 36 AMDT 32 SI-LOC-36 MDA 500 HAT 486 ALL CATS.

MAINE

[NOTICES TO AIRMEN]

JACKMAN STATION

LAKE PARLIN SEAPLANE BASE: FACILITY ABANDONED. (4/84)

[FDC NOTAMS]

FDC 4/308 FI/T /BGR/BANGOR INTL. BANGOR, ME. VOR/DME RWY 15 AMDT 1, SI VIS CAT A/B/C RVR 2400. CAT D RVR 5000. CAT D SI VIS INCREASED 1/4 MILE FOR INOP SSALR. LOC RWY 15 ORIGINAL, SI VIS CATS A/B RVR 2400, CATS C/D RVR 5000.

MARYLAND

[NOTICES TO AIRMEN]

FORT MEADE

FORT MEADE NDB (FME) UNMONITORED WHEN ATCT CLSD (4/84)

GAITHERSBURG

MONTGOMERY COUNTY ARPK: ACTIVATE MRL RWY 14/32 & VASI RWYS 14 & 32 122.8. (4/84)

[FDC NOTAMS]

FDC 4/325 FI/T /HGR/WASHINGTON COUNTY REGIONAL HAGERSTOWN MD. ILS RWY 27 AMDT 4. SI ILS VIS 3/4 ALL CATS. SI LOC VIS 1 ALL CATS. INOP TABLE DOES NOT APPLY TO MALSR.

FDC 3/1208 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE MD. VOR RWY 33L AMDT 3. SI-33L MDA 800/HAT 658 ALL CATS. VIS 1/2 CATS A/B 1 1/4 CAT C 1 1/2 CAT D. CIRCLING MDA 800/ HAA 654 ALL CATS. VIS CAT C 1 3/4.

FDC 3/1975 FI/T /SWL/ CORRECT U.S. GOVT WASHINGTON SECTIONAL AERONAUTICAL CHART 34TH EDITION DATED SEPTEMBER 1, 1983. CHANGE SNOW HILL, MD. VORTAC IDENT /SWL/ LCTD 38-03-23N 75-27-51W FREQ 112.4 VICE 122.4.

FDC 1/2943 FI/T /BWI/ BALTIMORE-WASHINGTON INTL/ BALTIMORE, MD. VOR /DME RWY 22 AMDT 6, RNAV RWY 22 AMDT 4 PROC NA.

MASSACHUSETTS

[NOTICES TO AIRMEN]

BOSTON

BOSTON VORTAC (BOS) VOR PORTION UNUSABLE 000-026 ALL ALTITUDES, 026-045 BYD 14 NM BELOW 5000 FT AND BYD 32 NM BELOW 7500 FT, 026-250 BYD 25 NM BELOW 5000 FT, 250-360 BYD 25 NM BELOW 4500 FT, 045-360 BYD 35 NM BELOW 6000 FT, 145000 FT TO 17500 FT BYD 65 NM AND ABOVE 17500 120 NM. (4/84)

NANTUCKET

NANTUCKET MEMORIAL: ATCT & ATIS HRS 0600-2100 LCL 16 SEP THRU 14 MAY, 0600-2200 LCL 15 MAY THRU 15 SEP. (5/84)

WORCESTER

WORCESTER MUNI: ATCT HRS 0700-2200 LCL. (5/84)

[FDC NOTAMS]

FDC 4/120 FI/T /3B2/MARSHFIELD, MARSHFIELD, MA. NDB RWY 6 ORIG, PROC NA.

FDC 4/336 FI/T /HYA/BARNSTABLE MUNI-BOARDMAN/POLANDO FIELD, HYANNIS MA. NDB RWY 24 AMDT 7..ILS RWY 24 AMDT 14..VOR RWY 6 AMDT 33.. VOR RWY

24 AMDT 8. USE OTIS AFB ALSTG AND INCREASE ALL DH MDAS 40 FEET.

FDC 4/678 FI/T /BED/LAURENCE G. HANSCOM FLD BEDFORD MA. VOR RWY 23 AMDT 5 PROCEDURE NA.

FDC 4/679 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL BOSTON MA. ILS RWY 33L AMDT 19 ALTN MISSED APCH CLIMB TO 1500 VIA HEADING 330 THEN CLIMBING RIGHT TURN TO 3000 DIRECT LO LOM AND HOLD NE LT 215 INBOUND.

FDC 4/680 FI/T /3B2/MARSHFIELD, MARSHFIELD MA. VOR-A AMDT 4. DME REQUIRED.

FDC 4/772 FI/T /BOS/GENERAL EDWARD LAWRENCE LOGAN INTL. BOSTON, MA. VOR/DME RWY 15R AMDT 14. VOR/DME RWY 27 AMDT 1. VOR RWY 33L AMDT 17. PROC NA.

FDC 4/774 FI/T /2B2/PLUM ISLAND, NEWBURYPORT, MA. VOR RWY 10 AMDT 3. TRML ROUTE BOSTON /BOS/VORTAC TO LAWRENCE/LWM/VOR NA.

FDC 4/775 FI/T /B09/TFW-MAC, TEWKSBURY, MA. VOR RWY 21 AMDT 6. TRML ROUTE BOSTON/BOS/VORTAC TO LAWRENCE /LWM/ VOR NA.

FDC 4/776 FI/T AWYS. V205 WETTR MA FIX TO SCUPP MA FIX MEA 9000. V141 CELTS MA FIX TO DRUNK MA FIX MEA 5000. V16/475 BOSTON /BCS/MA VORTAC TO MILIS MA FIX MEA 3000. V16 MILIS MA FIX TO WILKI MA FIX MEA 4000 WILKI MA FIX TO COP MEA 4000. V3/205 BOSOX MA FIX TO KITTY MA FIX MEA 4500 KITTY MA FIX TO LAYER MA FIX MEA 6000. SCUPP MRA 9000. EXALT MRA 5500. WILKI MRA 4000. MILIS MRA 3000. SEWER MRA 17000. STOOD MRA 13000. TUCKE MRA 13000. FRILL MRA 6000 DRUNK MRA 5000. SHAMY MRA 6000.

FDC 4/920 FI/T /LWM/ LAWRENCE MUNI. LAWRENCE MA. VOR RWY 23 AMDT 8. TRML ROUTE BOS VORTAC TO LWM VOR NA.

FDC 4/942 FI/P /LWM/LAWRENCE MUNI, LAWRENCE, MA. CORRECT U.S. GOVT CHART U.S. NORTHEAST VOL-1. ILS RWY 5 AMDT 2 AND NDB RWY 5 AMDT 4. /AL-654/. MISSED APCH HOLDING OVER LWM VOR OUTBOUND RADIAL AND HEADING SHOULD BE 057 VICE 037.

#### NEW HAMPSHIRE

[NOTICES TO AIRMEN]

#### LACONIA

LACONIA MUNI ARPT: RWY 08/26 CLSD INDEFLY. ARPT CLSD NGTS INDEFLY. NEW RWY 17/35. 3500 FT BY 150 FT. RWY 17 THR DSPLCD 1350 FT. RWY 35 THR DSPLCD 1300 FT. (4/84)

[FDC NOTAMS]

FDC 4/773 FI/T /MHT/MANCHESTER ARPT/GRENIER INDUSTRIAL AIRPARK, MANCHESTER, NH. ILS RWY 35 AMDT 13. TRML ROUTE BOSTON /BOS/VORTAC TO PELAN INT NA.

FDC 4/961 FI/T /LCI/LACONIA MUNI LACONIA NH NDB RWY 8 AMDT 6. LOC RWY 8 AMDT 7. SI MINS AND CIRCLING TO RWY 26 NA. TKOF MINS: RWY 8 17 26 NA. RWY 35 400-2. DEP PROCS: RWY 35 CLIMB RWY HDG TO 1100 THEN LEFT TURN DIRECT BLD NDB. CLIMB IN HOLDING PATTERN /WEST. LEFT TURNS. 084 INBOUND/ TO MEA BEFORE PROCEEDING ON COURSE.

FDC 4/969 FI/T /MHT/MANCHESTER ARPT-GRENIER INDUSTRIAL AIRPARK MANCHESTER NH. ILS RWY 35 AMDT 13. SI-ILS ALL CATS DH 570. HAT 336. VIS 1 MILE.

INDP TABLE DOES NOT APPLY TO MM. SI-LOC CATS A/B VIS 1 MILE. INDP TABLE DOES NOT APPLY TO CATS A/B. CIRCLING CATS A/B VIS 1 1/4 MILE. NDB RWY 35 AMDT 11. SI-35 CATS A/B VIS 1 MILE. INDP TABLE DOES NOT APPLY TO CATS A/B. VOR RWY 35 AMDT 12. SI-35 CATS A/B VIS 1 MILE. INDP TABLE DOES NOT APPLY TO CATS A/B.

#### NEW JERSEY

[NOTICES TO AIRMEN]

#### LUMBERTON

FLYING W ARPT: FACILITY REACTIVATED. RWY 01/19 3495 FT BY 60 FT. (5/84)

[FDC NOTAMS]

FDC 4/875 FI/T /IGN/ CAMDEN-BURLINGTON COUNTY, BERLIN, NJ. VOR-A AMDT 1. PROC NA.

FDC 3/194 FI/T /EWR/ NEWARK INTL NEWARK, NJ. ILS RWY 22L AMDT 4 SI LOC 22L VIS RVR 4000 CAT C/5000 CAT D. CIRCLING VIS 1 3/4 CAT C/3 CAT D. SIDE STEP RWY 22R VIS 2 CAT D. ILS AND LOC ALTN MINS VIS 3 CAT D.

FDC 3/697 FI/T /72N/ MANAHAWKIN MANAHAWKIN, NJ. VOR-A DRIG. PROC NA AT NIGHT.

FDC 3/1349 FI/T /TTN/ MERCER COUNTY TRENTON NJ. VOR-A AMDT 9 RNAV RWY 16 AMDT 2 RNAV RWY 34 AMDT 3 WHEN ATCT NOT IN EFFECT USE NORTHEAST PHILADELPHIA ALSTG. INCREASE ALL MDAS 60 FEET AND ALTN MINS NA.

FDC 2/1058 FI/T /39N/ PRINCETON/ PRINCETON/ NJ. VOR-A AMDT 5/ RNAV RWY 10 AMDT 1. WHEN TRENTON ATCT NOT IN OPN PROCS NA.

#### NEW YORK

[NOTICES TO AIRMEN]

SPECIAL NOTICE: AIRCRAFT ARE ADVISED TO REMAIN 1/2 MILE FROM AND NOT TO GO BELOW 800 FT MSL IN VICINITY OF THE STATUE OF LIBERTY DAILY 0700 TO 1900 LCL MON THRU FRI. (3/84)

#### ISLIP

LONG ISLAND MAC ARTHUR ARPT: ILS RWY 06 (I-ISP) GS OTS INDEFLY. ILS RWY 24 (I-RXN) MM OTS INDEFLY. (4/84)

#### MALONE

MALONE-DUFORT ARPT: ARPT NOW OPEN WINTER MONTHS. (4/84)

#### MONTGOMERY

ORANGE COUNTY ARPT: RWY 03/21 CLSD INDEFLY. (4/84)

#### OGDENSBURG

OGDENSBURG INTL ARPT: LOCALIZER RWY 27 (I-OGS) LOC/LOW UNMONITORED. (4/84)

[FDC NOTAMS]

FDC 4/322 FI/T /DLE/DLEAN MUNI OLEAN NY. LOC RWY 22 AMDT 1. SI MDA 2540/HAT 412 ALL CATS. VIS 1 1/4 CAT C. MIN ALT 131 BRG LYS NDB 2540. DELETE LOC/NDB MINS. DELETE NOTE...2600 WHEN USING BRADFORD ALSTG.

FDC 4/458 FI/T /IAG/NIAGARA FALLS INTL, NIAGARA FALLS NY. LOC BC RWY 10L AMDT 4. ADD NOTE: DISREGARD ALL GLIDE SLOPE INDICATIONS.

FDC 4/586 FI/T /ELM/ELMIRA/CORNING REGIONAL/ELMIRA/NY. IFR DEP PROCS: RWY 6 CLIMB DIRECT ALP NDB TO 2000 FT BEFORE PROCEEDING ON CRS. RWY 24 CLIMB DIRECT ELM VORTAC TO 2000 FT BEFORE PROCEEDING ON CRS.

FDC 4/901 FI/T /FOK/ SUFFOLK COUNTY, WESTHAMPTON BEACH, NY. NDB RWY 24 AMDT 1, ILS RWY 24 AMDT 5, LOC BC RWY 6 AMDT 1, HI-ILS RWY 24 AMDT 1, HI-TACAN RWY 6 AMDT 1, HI-TACAN RWY 24 AMDT 1. CHANGE THE MSA FOR EACH OF THE ABOVE PROCEDURES TO 1900.

FDC 4/946 FI/T /FOK/SUFFOLK COUNTY, WESTHAMPTON BEACH, NY. LOC BC RWY 6 AMDT 1. PROC NA.

FDC 3/1479 FI/T /3G7/ WILLIAMSON-SODUS, WILLIAMSON-SODUS, NY. VOR/DME RWY 10 ORIG. PROC NA.

PENNSYLVANIA

[NOTICES TO AIRMEN]

JOHNSTOWN

JOHNSTOWN-CAMBRIA COUNTY ARPT ILS RWY 33 (I-JST) UNMONITORED WHEN FSS CLSD. (4/84)

MIDDLETOWN

HARRISBURG INTL ARPT-OLMSTED FLD: ILS RWY 31 (I-HQA) GS QTS THRU 30 JUN 84. (4/84)

[FDC NOTAMS]

FDC 4/131 FI/T /22N/ JAKE ARNER MEMORIAL LEHIGHTON PA. NDB RWY 26 AMDT 1 SI-26 AND CIRCLING MDA 1800 HAT/HAA 1266 CATS A/B. NOTE..USE ALLENTOWN ALTSG. NDB RWY 8 ORIG SI-8 CIRCLING MDA 2000 HAT/HAA 1466 CATS A/B. NOTE..USE ALLENTOWN ALTSG.

FDC 4/496 FI/T AWY PA J109 UNUSABLE MIROY INT (EEY R-002/69 DME) TO WEVEL INT (BUF R-182/101 DME).

FDC 4/794 FI/T /NGB/CHAMBERSBURG MUNI CHAMBERSBURG PA. VOR/DME-A AMDT 1 VOR/DME-B ORIG PROCS NA.

FDC 4/826 FI/P /PHL/PHILADELPHIA INTL PHILADELPHIA PA ILS RWY 27R AMDT 5. CORRECT US GOVT CHART NE VOLUME 2..AL-320.. PAGE 239..DATED 12 APR 84. FAF PD LOM I-PDP 6.8 DME.

FDC 4/914 FI/T /AGC/ALLEGNEY COUNTY PITTSBURGH PA. NDB RWY 10 AMDT 6. ADD NOTE WHEN ATCT NOT IN OPN SSALR BECOMES SSALS. ACTIVATE SSALS RWY 28 121.1.

FDC 4/945 FI/T /ADO/ALTOONA-BLAIR COUNTY, ALTOONA, PA. ILS RWY 20 AMDT 3. SI-ILS DH 1737/HAT 250 VIS 3/4 ALL CATS. INOP TABLE DOES NOT APPLY TO SI-ILS. SI-LOC VIS 3/4 CAT A. WHEN MALSR INOP INCREASE SI-LOC CAT A 1/4 MILE.

FDC 4/947 FI/T AWYS PA. V-31 HARRISBURG VORTAC TO SELINGSGROVE VORTAC MEA 4000. V-12 HARRISBURG VORTAC TO GERMS INT PA. DELETE MOCA.

FDC 3/661 FI/T /MDT/ HARRISBURG INTL-OLMSTED FIELD MIDDLETOWN, PA. CFR INDEX C AVBL 0600-2400 LCL. CFR INDEX B AVBL 2400-0600 LCL. 24 HR NOTICE REQUIRED FOR CFR INDEX C SVC 2400-0600 LCL.

RHODE ISLAND

[NOTICES TO AIRMEN]

NO NOTICES THIS ISSUE

[FDC NOTAMS]

FDC 4/462 FI/T /OQU/QUONSET STATE, NORTH KINGSTOWN, RI. ILS RWY 16 AMDT 1, WHEN ATCT CLOSED ACTIVATE MALSR RWY 16 AND HIRL RWY 16-34 ON 121.2.

VERMONT

[NOTICES TO AIRMEN]

NEWPORT

NEWPORT STATE ARPT: RWY 18/36 CLSD INDEFLY. NEW RWY 05/23, 2500 FT BY 150 FT. (4/84)

[FDC NOTAMS]

FDC 4/574 FI/T /4V8/MOUNT SNOW, WEST DOVER, VT. NDB RWY 1 ORIG PROC NA.

FDC 4/990/FI/T EFK NEWPORT STATE AIRPORT NEWPORT VT. NDB-A AMDT 1. PROC NA.

FDC 3/774 FI/T /BTV/ BURLINGTON INTL BURLINGTON, VT. NDB RWY 15 AMDT 16 ILS RWY 15 AMDT 18 VOR RWY 1 AMDT 9 CAT A/B/C CIRCLING MDA 920/HAA 586. NDB RWY 15 AMDT 16 SI-15 ALL CATS MDA 920/HAT 593. HI-TACAN RWY 15 AMDT 2 HI-ILS 1 RWY 15 AMDT 2 HI-ILS 2 RWY 15 AMDT 2 CIRCLING CAT C MDA 920/HAA 586. TMPRY 610 MSL CRANE 1.5 NM NW.

FDC 3/1428 FI/T /RUT/ RUTLAND STATE, RUTLAND VT. LDA RWY 19 AMDT 2/ TRML ROUTE MUDDI INT TO IRA NDB 253/6.6.

VIRGINIA

[NOTICES TO AIRMEN]

ROANOKE

ROANOKE REGIONAL/WOODRUM FIELD: ILS RWY 33 (I-ROA) OM UNMONITORED. (4/84)

[FDC NOTAMS]

FDC 4/26 FI/T /SHD/ SHENANDOAH VALLEY STAUNTON-WAYNESBORO-HARRISONBURG VA. ILS RWY 4 AMDT 4. SI LOC MDA 1620/HAT 437 ALL CATS. VIS 3/4 CAT C 1. CAT D. NDB RWY 4 AMDT 6. SI MDA 1700/HAT 517 ALL CATS. VIS 1 CAT C 1 1/2 CAT D. CIRCLING MDA 1700/HAA 499 CATS A/B/C.

FDC 4/31 FI/T /W16/ WINCHESTER MUNI, WINCHESTER, VA. VOR/DME-A AMDT 1. MISSED APCH: CLIMBING LEFT TURN TO 3000 VIA MRB R-230 TO MRB VORTAC.

FDC 4/92 FI/T /PVG/ HAMPTON ROADS, PORTSMOUTH, VA.  
NDB RWY 2 AMDT 2. SI MDA 540/HAT 517 ALL CATS. VIS  
1 1/2 CAT C, 1 3/4 CAT D. CIRCLING MDA 540/HAA 517  
CATS A/B/C.

FDC 4/299 FI/T /W07/SHANNON FREDRICKSBURG VA. VOR  
RWY 23 AMDT 5. SI MDA 720/HAT 635 ALL CATS. VIS 1  
3/4 CAT C, CAT D 2. CIRCLING MDA 720/HAA 635 CATS  
A/B/C, CAT C VIS 1 3/4, CAT D VIS 3.

FDC 4/531 FDC FLIGHT RESTRICTION 5 NAUTICAL MILE  
RADIUS OF VANSANT, VIRGINIA. PURSUANT TO FEDERAL  
AVIATION REGULATION 91.91 TEMPORARY FLIGHT  
RESTRICTIONS ARE IN EFFECT SURFACE TO 7500 FEET  
ABOVE MEAN SEA LEVEL /TRI/ IS COORDINATING FLIGHT  
SERVICE STATION. EFFECTIVE TIMES: MAR 111200-UFN.

FDC 2/1643 FI/T /FAF/ FELKER AAF, FORT EUSTIS, VA.  
NDB-A AMDT 1. MDA 720, HAA 708 ALL CATS. VIS CAT C  
2 MI, CAT D 2 1/4 MI. NDB /VOR MINS NOT BELOW 720  
UNTIL PASSED HOG POINT INT.

#### WEST VIRGINIA

[NOTICES TO AIRMEN]

#### WHEELING

WHEELING OHIO CO ARPT ILS RWY 03 (I-HLG) GS DTS  
INDEFINITE. (4/84)

[FDC NOTAMS]

FDC 4/37 FI/T /MRB/ EASTERN WV REGIONAL  
AIRPORT/SHEPHERD FIELD, MARTINSBURG, WV. ILS RWY 26  
AMDT 3 AND VOR-A AMDT 5. MISSED APCH: CLIMBING LEFT  
TURN TO 3000 DIRECT MRB VORTAC.

FDC 4/514 FI/T EKN AWY. V469 EKN VORTAC TO TYGAR  
INT WV MEA 7000. V37/V103 EKN VORTAC TO CKB VOR/DME  
MEA 7000.

FDC 4/539 FI/T /HLG/WHEELING OHIO CO. WHEELING WV.  
TKOF MINS: RWY 9 400-1 OR STANDARD WITH MIN CLIMB  
OF 215 FT PER NM TO 1700. IFR DEP PROC: RWYS 3, 16:  
CLIMB RWY HEADING TO 1700 FT BEFORE PROCEEDING ON  
CRS. ILS RWY 3 AMDT 16. VOR 21 AMDT 9. CIRCLING  
MINS WITH WHEELING ALSTG - MDA 1900/HAA 704 CAT D  
VIS 2 1/4 CAT D. ALTN MINS 800 - 2 1/4 CAT D.

FDC 4/828 FI/P /CKB/BENEDUM CLARKSBURG WV NDB RWY  
21 AMDT 7. CORRECT US GOVT CHART NE. VOLUME 3. AL-  
616. PAGE 69. DATED 12 APR 84. TRML ROUTE CKB  
VOR/DME TO CK LOM 031/8.8. CHANGE NOTE TO READ -3.  
ACTIVATE MALSR RWY 21 - CTAF. ILS RWY 21 AMDT  
8. CORRECT US GOVT CHART. NE. VOLUME 3. AL-  
616. PAGE 70. DATED 12 APR 84. DELETE MM. TRML  
ROUTE CKB VOR/DME TO ARCAT LOM 031/8.8. MISSED  
APCH POINT 3.5 DME. CIRCLING VIS CAT A/B 1 1/2.  
CHANGE NOTE TO READ -3. ACTIVATE MALSR RWY 21 -  
CTAF.

FDC 4/933 FI/T /EKN/ELKINS-RANDOLPH CNTY-JENNINGS  
RANDOLPH FLD, ELKINS, WV. VOR/DME-B AMDT 2. PROC  
NA.

FDC 4/963 FI/T/CKB/BENEDUM, CLARKSBURG WV. ILS RWY  
21 AMDT 8. TRML ROUTE CKB VOR/DME TO ARCAT INT, DME  
OR RADAR REQUIRED. WHEN CTLZ IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
RADAR REQUIRED. WHEN CTLZ NOT IN OPN TRML ROUTES  
METZE INT TO ARCAT INT AND TYGAR INT TO ARCAT INT  
NA.

FDC 4/968 FI/T /AWY V38 ELKINS VORTAC TO BUGEL  
INT/WV AND MITER INT/VA TO GORDONSVILLE VORTAC  
MOCAS NOT AUTHORIZED.

FDC 3/1074 FI/T /HTS/ TRI-STATE/WALKER LONG FIELD  
HUNTINGTON, WV. NDB RWY 12 AMDT 14 PROC NA.

FDC 3/2452 FI/T /CRW/ KANAWHA, CHARLESTON, WV. RNAV  
RWY 15 AMDT 1, RNAV RWY 33 AMDT 1. PROCS NA.

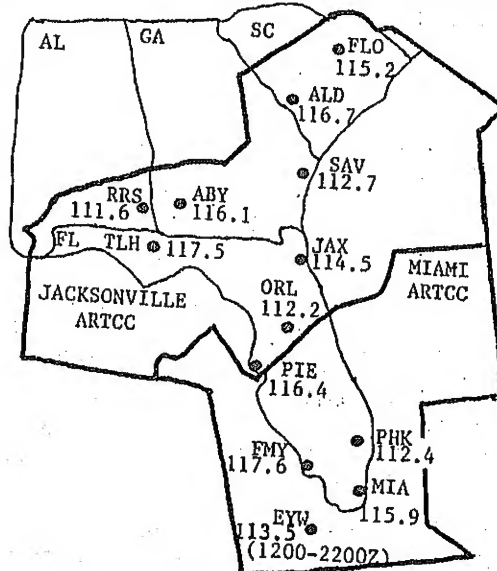


HAZARDOUS INFLIGHT WEATHER ADVISORY SERVICE (HIWAS)

HIWAS is a national program for broadcasting hazardous weather information (SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's) on a continuous basis over selected VOR's. The program is now operational in the Jacksonville and Miami ARTCC areas. The chart below identifies the present HIWAS broadcast outlet locations and frequencies. HIWAS will be expanded on an ARTCC by ARTCC basis.

The Federal Aviation Administration will begin an evaluation of proposed HIWAS procedural revisions on December 16, 1983. During the evaluation, SIGMET's, convective SIGMET's, AIRMET's, and urgent PIREP's will continue to be broadcast over the VOR's on the chart below. In addition, FSS's will add to HIWAS broadcasts information on hazardous weather not yet covered by an advisory and make an announcement on their frequencies that new HIWAS information is available. Controllers in ARTCC's and ATC terminals will announce updates to HIWAS information on all appropriate frequencies. Controllers and specialists will not routinely broadcast SIGMET's, convective SIGMET's, or AIRMET's in the commissioned HIWAS areas.

PILOTS SHOULD BE ALERT FOR HIWAS UPDATE ANNOUNCEMENTS ON COMMUNICATIONS FREQUENCIES.



User comments regarding the effectiveness of the HIWAS program and the proposed revision to HIWAS procedures are solicited.  
Mail comments to:

Department of Transportation  
Federal Aviation Administration  
ATTN: AAT-360  
800 Independence Avenue, S.W.  
Washington, D.C. 20591

Note: For further information on the HIWAS program, refer to the Airman's Information Manual (A.I.M.) and Airport/Facility Directory.

Washington, D.C. and Columbus, Ohio Public Demonstration  
Voice Response System (VRS) Changes

The Federal Aviation Administration is conducting a computer generated Voice Response System (VRS) public demonstration in the Washington, D.C. and Columbus, Ohio areas. Pilots access the VRS via push-button (Touch-tone<sup>R</sup>) telephones, and normally have six weather products available.

Due to a maintenance requirement the six (weather) product VRS has been taken off the line, and temporarily replaced by a three-product system. Weather products lost are the TWEB Route Forecast, Convective SIGMET, and Alert Weather Watch. Available are the Hourly Surface Observation (SA), Terminal Forecast (FT), and Winds Aloft Forecast (GF).

Although both systems appear to function the same, the three-product VRS also features an "Unprompted" mode of operation, which enables the user to obtain a weather observation or forecast directly. This mode can be selected by entering \*M in response to the VRS prompt, "Enter location identifier." The following pilot/VRS dialogue shows key-stroke entries for weather requests using Washington National (DCA) as an example, utilizing the Unprompted mode.

VRS "Enter location identifier"  
PILOT \*M  
VRS "Enter request"  
PILOT enters any one of the following requests:  
  
Hourly Surface Observation: D-1,C-3,A-1,S,A;##  
Terminal Forecast: D-1,C-3,A-1,F,T;##  
\*Winds Aloft Forecast: D-1,C-3,A-1,#,2,#,8,0;##

Notes:

1. \*The Winds Aloft Forecast entry example above is decoded as follows:  
D-1,C-3,A-1 = Location identifier for Washington National (DCA).  
# = Single "Pound" key used as a data separator.  
2 = Forecast wanted for two hours hence.  
# = Single "Pound" key used as a data separator.  
8,0 = Forecast wanted for 8,000 feet. Notice that the VRS adds two zeroes to your entry, so only enter 2 or 3 digits.  
## = End of data entry.
2. Please notice that for SA and FT requests, the letter entries S,A and F,T are single key-strokes, unlike the double key-strokes required to enter letters and numbers in location identifiers. Similarly, numbers entered for the hours and altitude in Winds Aloft Forecasts are also single key-strokes.
3. To transfer back into the Prompted mode from the Unprompted mode, enter \*M in response to the VRS prompt, "Enter request."
4. To access the VRS, dial one of the following telephone numbers:  
Washington, D.C. (202)347-3222  
Columbus, Ohio (614)461-1659

Comments, questions and requests for more information should be addressed to:

VRS  
DOT/FAA Technical Center  
ACT-250  
Atlantic City, NJ 08405

### AUTOMATED WEATHER OBSERVING SYSTEM (AWOS)

The Federal Aviation Administration is evaluating the reliability and acceptability of automated weather reporting systems in a 1-year test beginning in August 1983. Fourteen sites were selected to test a variety of geographical and meteorological conditions. The systems will be of the AWOS-3 category providing altimeter setting and wind data, temperature, dewpoint and density altitude, visibility, and cloud/ceiling data. The test site airports and voice telephone numbers and frequencies across the continental United States and Alaska are:

Airport	Telephone Numbers	Frequency
Auburn, AL	205-821-4932	D 120.3
Bremerton, WA	206-674-2196	D 121.2
Dubuque, IA	319-557-1933	D 118.15
Galena, AK	907-656-1654	V 114.8
Houghton, MI	906-482-2529	V 112.8
Houma, LA	504-879-4205	V 112.0
Houston, TX	713-643-2166	V 117.6
Keene, NH	603-357-4170	V 109.4
Muncie, IN	317-282-1260	V 114.4
Wash. Natl., DC	703-486-3990	D 128.8
Palm Springs, CA	619-323-7167	V 115.5
San Luis Obispo, CA	805-549-9530	D 120.65
Santa Fe, NM	505-473-2125	V 110.6
Valdez, AK	907-835-2947	D 118.8
D = Discrete		V = VOR

All aviation users are encouraged to monitor these systems and provide their comments on the quality of the system.

Pilot comments are urgently needed to determine acceptability. Postage paid pilot questionnaires are available at local FAA facilities or fixed based operators in the vicinity of each test site.

Questionnaires may be mailed direct or returned to the local FAA facility for mailing to the FAA Technical Center, ACT-110.

INDIANAPOLIS, INDIANA  
SPECIAL AIR TRAFFIC PROCEDURES FOR RACE DAY  
WEEKEND, MAY 25, 26 AND 27, 1984

Due to the large volume of traffic in the Indianapolis area on May 25, 26 and 27, 1984, special procedures will be in effect for IFR arrivals and departures - REVIEW PERTINENT NOTAMS. In addition, the following local information and special procedures are provided for VFR aircraft arriving and departing within a 30 N.M. radius of the Indianapolis International Airport on May 27, 1984.

HIGH DENSITY TRAFFIC AREA

Expect to encounter a high volume of all types of aircraft.

ATIS

125.35 MHz. It is imperative that all pilots landing at Indianapolis International Airport and the reliever airports who participate in Stage III radar service monitor ATIS prior to approach control or VFR control to obtain advance information.

VFR ARRIVAL PROCEDURES - EFFECTIVE 0600-1100 EST - MAY 27, 1984

VFR flights landing Indianapolis International Airport and/or Eagle Creek, Speedway and Skyway Airports proceed to one of the five VFR outer entry points depicted on the enclosed map and contact Indianapolis VFR arrival control on the frequency associated with that entry point. Aircraft are requested to hold at VFR outer points of entry until advised by Indianapolis VFR arrival control to proceed to the inner check points. Aircraft will be cleared to depart the entry points on a first come, first serve basis. After clearance to proceed to the inner check points, pilots are expected to proceed at 3,000 feet (VFR weather permitting) and remain on VFR arrival control frequency. All pilots will be provided Stage III radar service inbound unless advised. All pilots should be alert to radio frequency assignments as temporary frequencies will be in use (set transponder to code 1200 and squawk altitude).

VFR DEPARTURE PROCEDURES - EFFECTIVE 1400-2000 EST - MAY 27, 1984

VFR gate hold procedures will be implemented. All VFR departures contact clearance delivery (frequency 123.95) for instructions and a taxi time prior to engine start.

ALL DOMESTIC IFR FLIGHTS bound for airports in the Indianapolis area can expect implementation of a traffic management program to balance the arrival and departure flow of aircraft. Information on these procedures will be available from local flight service stations at the time of flight plan filing, but not before May 21, 1984.

VFR ENROUTE TRAFFIC

It is recommended that VFR overflights remain clear of a 30-mile radius of Indianapolis below 10,000 feet due to congestion of high performance aircraft climbing to and descending from 10,000 feet.

NOTE: Stage III radar service information in Part 1 of the AIM. See attached map of this Special Notice for location of reliever airports. Be alert for WAKE TURBULENCE IN THE TERMINAL AREA.

BE ALERT FOR CHANGING AIRPORT NOTAMS

MAY 27, 1984  
VFR ARRIVALS

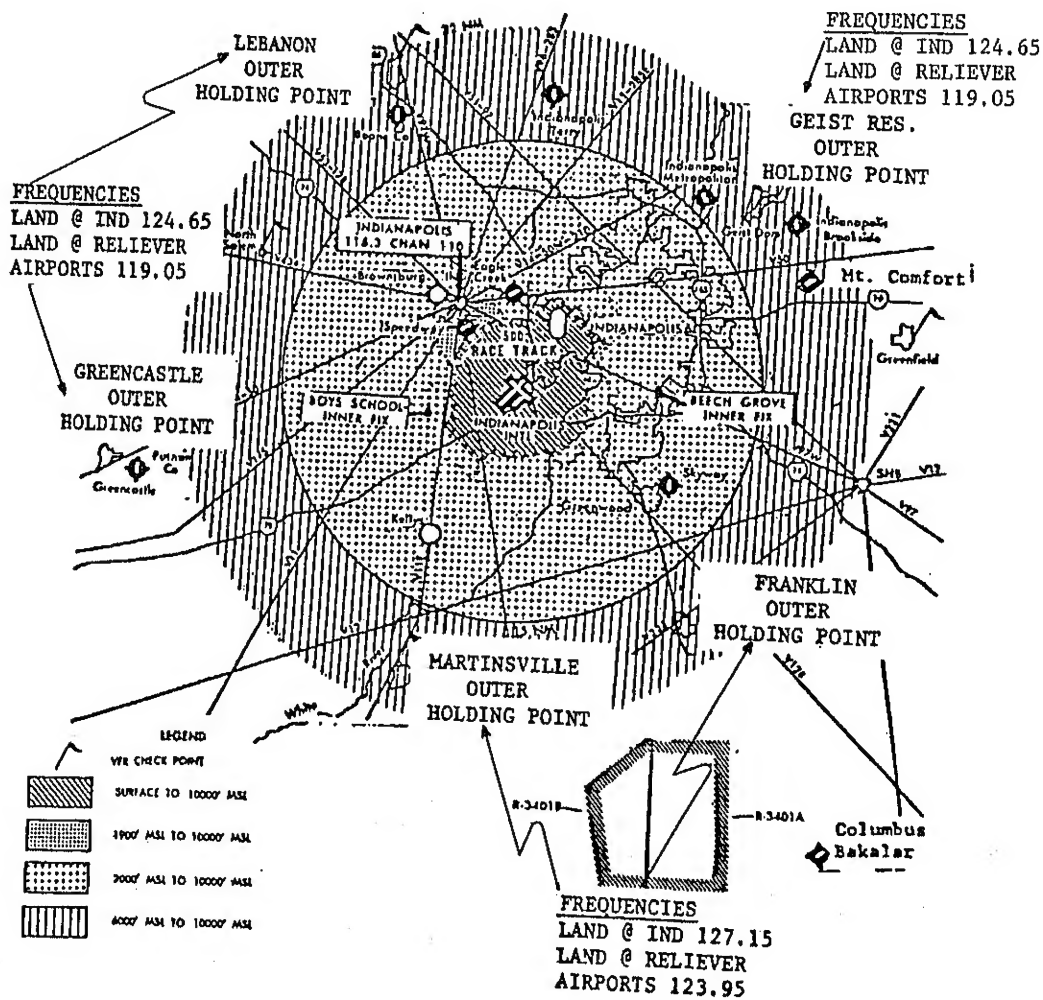
INDIANAPOLIS - INTL - INDIANAPOLIS, INDIANA

FIELD ELEV. 797 FT MSL

MONITOR ATIS 125.35 MHz

VFR AIRCRAFT LANDING AT RELIEVER AIRPORTS AND NOT DESIRING TO PARTICIPATE IN STAGE III SVC, MAY DO SO WITHOUT CONTACTING INDIANAPOLIS APPROACH OR VFR CONTROL. IT IS RECOMMENDED THEY REMAIN CLEAR OF THE IND TRSA. (VFR BELOW 2000' AND OUTSIDE THE INDIANAPOLIS CONTROL ZONE WITHIN A 15 N.M. RADIUS)

\*NOTICE DIFFERENT FREQUENCIES FOR VFR AIRCRAFT LANDING IND AND THE RELIEVER AIRPORTS.



KENNEDY SPACE CENTER  
SPECIAL PROCEDURES  
SPACE SHUTTLE LAUNCH AND  
RETURN FROM ORBIT

Due to the large volume of traffic expected in the area of the Kennedy Space Center for the launch of the Space Shuttle, the following information and special procedures are provided for aircraft arriving and departing space coast airports and for aircraft operating in the area at launch time.

HIGH DENSITY TRAFFIC AREA. Expect to encounter a high volume of all types of aircraft near launch time west of the Indian River in the Titusville/Merritt Island/Cocoa area.

Flight Planning and Pilot Weather Briefing and NOTAM status will be available from Melbourne FSS. Telephone services will be as follows:

Titusville	269-2022 or 783-8833
Merritt Island/ Cocoa	783-8833 or 723-6151
Melbourne	723-6151 or 783-8833
In Florida (toll free)	1-800-432-6281

A direct telephone to the FSS will be provided at the Ti-Co and Merritt Island Airports. Open and close flight plans with Melbourne Radio. Contact FSS for special NOTAM status prior to flight.

AIR TRAFFIC CONTROL.

	<u>Ti-Co</u>	<u>Melbourne Regional</u>
Local Control	118.9	118.2
Ground Control	121.4	121.9
Approach Control	118.4	125.1

MELBOURNE FLIGHT SERVICE:

	<u>Primary</u>	<u>Common</u>	<u>UHF</u>
Melbourne Regional and Valkaria	122.6	122.2	255.4
All Other Area Airports	123.6	122.2	255.4

Note: Aircraft may be able to contact Melbourne Radio on the ground at Ti-Co and Merritt Island Airports on 123.6.

AIRSPACE RESTRICTIONS:

All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas. All aircraft must remain clear of temporary restricted airspace south of R2927 from surface to 6,000 ft.

The airspace east of the Melbourne VOR 352° radial to W497B from nine miles north of Melbourne to R2927 is designated temporary restricted airspace from surface to 6,000 ft. Merritt Island landing and departing traffic will be permitted to operate in that airspace within 2 NM radius of the airport. The restricted areas will be patrolled and violaters will be reported.

RETURN FROM ORBIT RESTRICTIONS:

When the shuttle has entered orbit for return to the NASA Shuttle Landing Facility at the Kennedy Space Center, the following restrictions will apply. All aircraft must remain clear of Restricted Areas R2921 thru R2928 and R2930. All airspace below R2921, R2922, R2926 and R2927 is designated as temporary restricted airspace to the surface. All aircraft should remain clear of all coastal warning areas.

BROADCASTS:

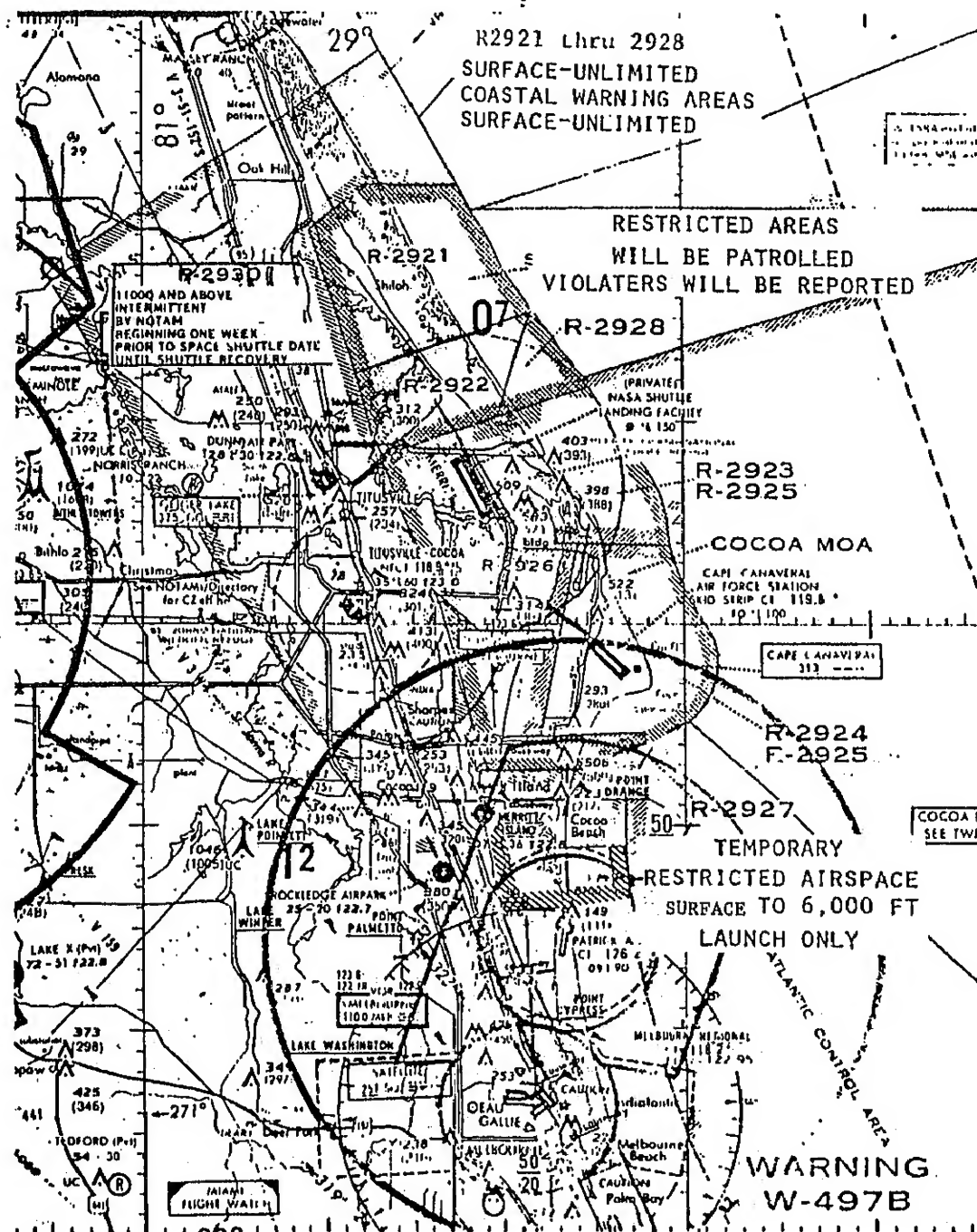
From 1 hour prior to the scheduled launch or recovery of the Space Shuttle, all VFR aircraft should MONITOR Melbourne VOR voice on 110.0 MHz for instructions and information concerning the status of the launch and associated restricted and warning areas.

Pilots should be particularly alert for broadcast instructions to squawk "standby" in the event radar saturation occurs. Further information as to when to resume squawking "normal" will also be broadcast over the Melbourne VOR.

Following the launch, pilots should expect a minimum of 30 minutes before any restricted areas are opened. Some areas may remain closed for other launch activity. R2923 will remain closed. Arthur Dunn Airpark, Ti-Co Airport, and Merritt Island Airport will remain open during the launch activity.



## Special-9



AIRPORT RADAR SERVICE AREAS (ARSA)  
FOR  
AUSTIN, TEXAS  
ROBERT MUELLER MUNICIPAL AIRPORT  
COLUMBUS, OHIO  
PORT COLUMBUS INTERNATIONAL AIRPORT

Special Airspace designations and associated air traffic control procedures will begin at the Austin, Texas, Robert Mueller Municipal Airport on December 22, 1983, and the Columbus, Ohio, Port Columbus International Airport on January 19, 1984. Special Federal Aviation Regulation (SFAR) No. 45 which implements this program appeared in the FEDERAL REGISTER (Vol. 48, Page 50038 on October 28, 1983). The following summary of that SFAR is advisory in nature and does not relieve the pilot from compliance with the specific rules set forth in the SFAR.

An Airport Radar Service Area (ARSA) is designated airspace in which each person operating an aircraft must maintain two-way radio communications with air traffic control (ATC). Ultralight vehicles and parachute jump operations in the ARSA are not allowed except under the terms of an ATC authorization. Within these ARSA's, ATC will, in addition to the services and separation currently applied to aircraft operating under instrument flight rules (IFR), resolve any potential conflict between an aircraft operating under IFR and an aircraft operating under visual flight rules (VFR), as well as provide traffic advisory services and arrival sequencing to all aircraft. Pilots are required to comply with ATC clearances and instructions while operating in an ARSA. The purpose of the SFAR is to confirm any national applicability of the recommendation of the National Airspace Review, Terminal Airspace Task Group 1-2.2., that an ARSA program replace the existing Terminal Radar Service Area (TRSA) program.

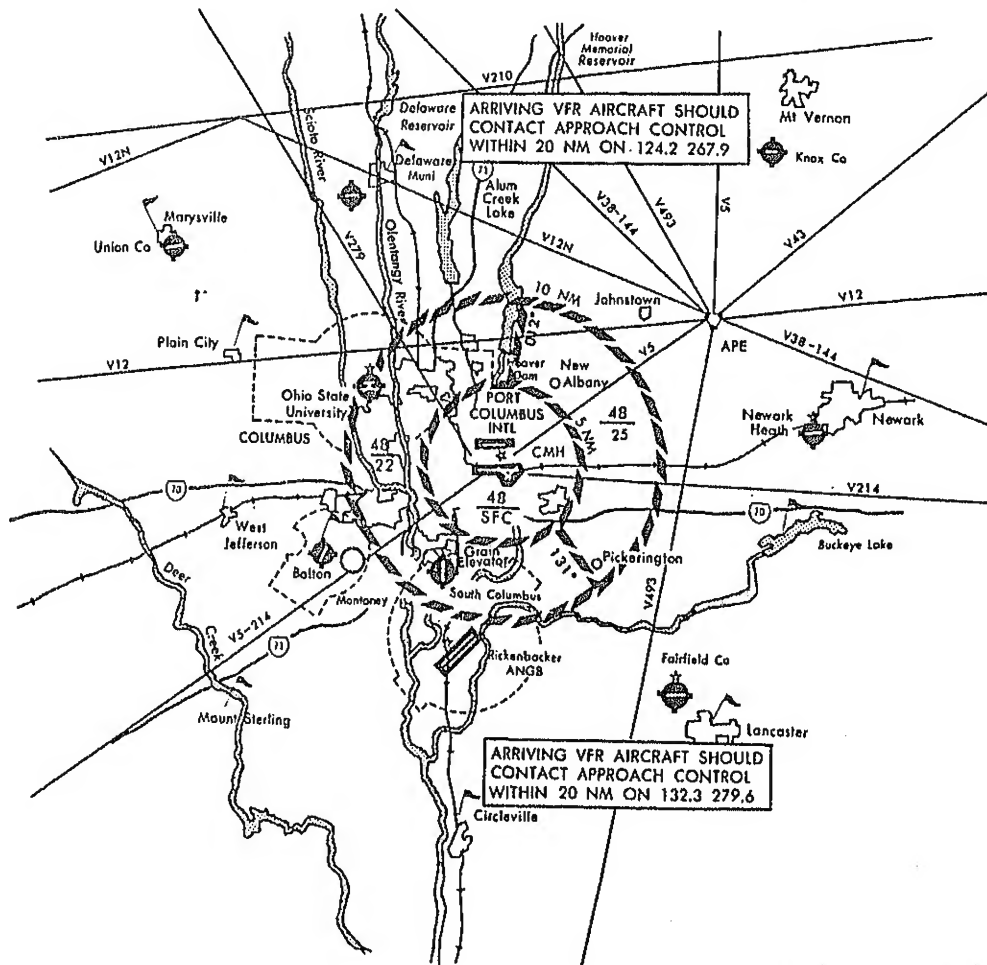
Unless otherwise authorized or required by ATC, the following provisions apply to aircraft operations within an ARSA.

1. Aircraft arriving at an airport within the ARSA or on an over-flight course that would penetrate the ARSA must establish two-way radio communication with ATC prior to entering the ARSA and maintain that communication while operating within the ARSA.
2. Aircraft departing the primary airport within the ARSA must establish two-way radio communication with ATC prior to departure and maintain that communication while operating within the ARSA. Aircraft departing a satellite airport within the ARSA must contact ATC as soon as practicable after takeoff.
3. Except in an emergency, all operations must be in compliance with ATC clearance and instructions.
4. All arrivals and departures within the ARSA must be in compliance with FAA arrival and departure traffic patterns.
5. Ultralight vehicles and parachute operations may not be conducted within the ARSA except under the terms of an ATC authorization.

6. NOTAM's pertaining to flight within the ARSA must be reviewed as a part of preflight action required by FAR Section 91.5.

See graphics for depiction of ARSA for the Austin, Texas and Columbus, Ohio airports. The same symbology is used to depict ARSA airspace on sectional aeronautical charts. These airspace designations are effective for approximately 1 year.

**AIRPORT RADAR SERVICE AREA**  
(NOT TO BE USED FOR NAVIGATION)  
**PORT COLUMBUS INTL. AIRPORT**  
**COLUMBUS, OHIO**  
FIELD ELEV. 816 MSL

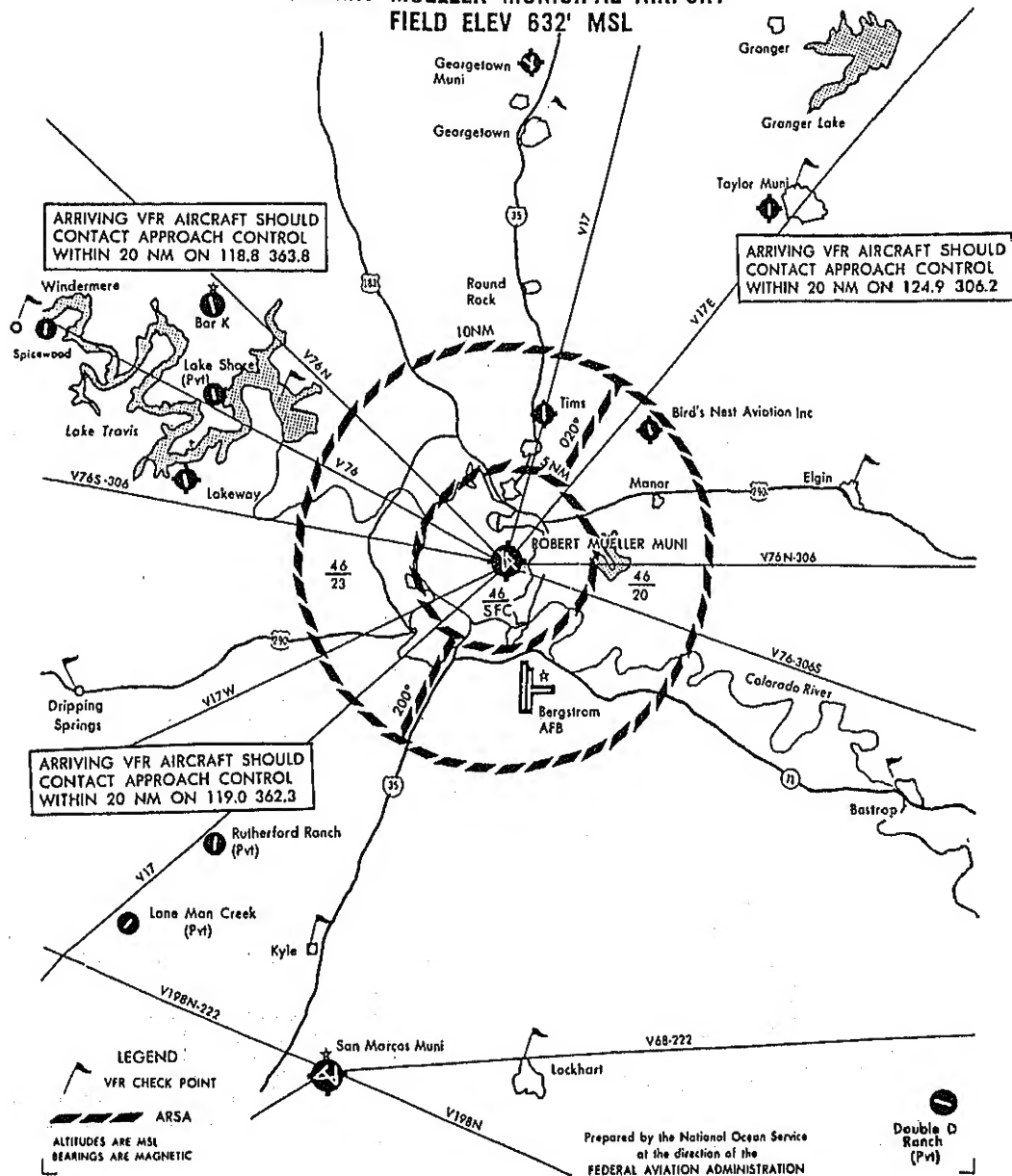


**LEGEND**  
 VFR CHECK POINT  
 ARSA  
 ALTITUDES ARE AISL  
 BEARINGS ARE MAGNETIC

Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

**AIRPORT RADAR SERVICE AREA**  
(NOT TO BE USED FOR NAVIGATION)

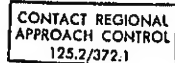
**AUSTIN, TEXAS**  
**ROBERT MUELLER MUNICIPAL AIRPORT**  
**FIELD ELEV 632' MSL**



1. *Phragmites australis* (Cav.) Trin. ex Steud.

└

CONTACT REGIONAL  
APPROACH CONTROL  
124.3/225.7



Prepared by the National Ocean Service  
at the direction of the  
FEDERAL AVIATION ADMINISTRATION

Temporary Farmville MOA, VA

Effective: March 15, 1984 until further notice.

Boundaries: Beginning at lat. 37°37'00"N. long. 78°21'00"W.;  
lat. 37°29'00"N. long. 77°55'00"W.;  
lat. 36°50'30"N. long. 78°20'00"W.;  
lat. 36°47'00"N. long. 78°48'00"W.;  
lat. 36°52'30"N. long. 79°04'00"W.;  
lat. 37°20'48"N. long. 78°46'24"W.;  
lat. 37°27'00"N. long. 78°39'30"W.;  
thence to point of beginning.

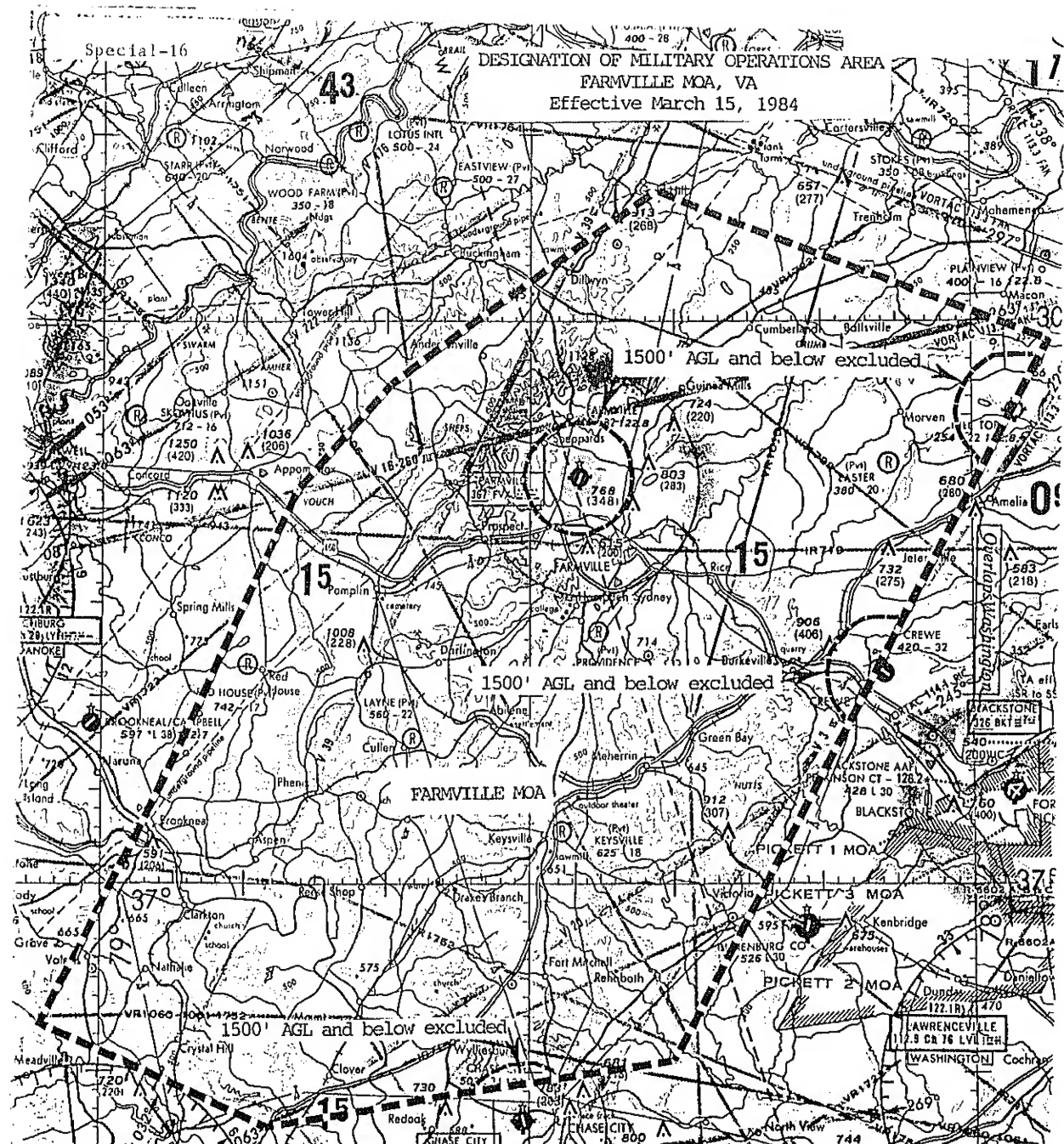
Altitudes: 300 feet AGL to 5,000 feet MSL;  
Excludes areas at and below 1500 feet AGL within 3 NM of  
public use airports.

Times of use: Sunrise to 0900 local and 1600-1700 local, daily Monday  
through Friday.

Controlling agency: Washington ARTCC.

Using agency: 48th Fighter Interceptor Squadron  
Langley AFB, VA

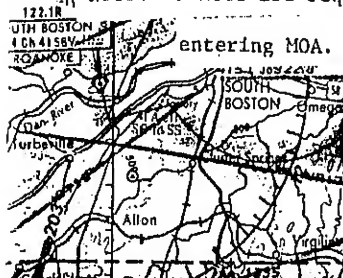
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Note: Pilots are requested to contact Washington Center or the nearest FSS prior to

entering MOA.

Altitudes: 300 feet Agl to 5000 feet MSL  
 Times of Use: Sunrise to 0900 local and 1600 to 1700 local, daily Monday through Friday, other times by NOTAM  
 Controlling Agency: Washington ARTCC  
 Using Agency: 48th Fighter Interceptor Squadron, Langley AFB, VA





Effective May 10, 1984

Saddle A & B Temporary MOA's, OR

Saddle "A" MOA boundaries:

Beginning at: 43° 30' 00" N 117° 35' 00" W to  
43° 30' 00" N 117° 14' 00" W to  
43° 11' 00" N 117° 08' 00" W to  
42° 52' 30" N 117° 35' 00" W to  
Point of Beginning.

Saddle "B" MOA boundaries:-

Beginning at: 43° 30' 00" N 117° 35' 00" W to  
42° 52' 30" N 117° 35' 00" W to  
42° 50' 00" N 117° 38' 00" W to  
42° 47' 00" N 117° 51' 00" W to  
43° 21' 30" N 118° 35' 00" W to  
43° 30' 00" N 118° 25' 30" W to  
Point of beginning.

Altitudes. Saddle A - 10,000 feet MSL to but not including FL 180.

Saddle B - 8,000 feet MSL to but not including FL 180.

Time of Use: Intermittent by NOTAM.

Controlling Agency: FAA Salt Lake City Air Route Traffic Control Center (ARTCC).

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air National Guard, Gowen Field, Boise, Idaho 83705.

**DESIGNATION OF TEMPORARY MOAS**

**Saddle A & B MOAs**

**Effective May 10, 1984**

**Altitudes.** Saddle A - 10,000 feet MSL to but not including FL 180.  
Saddle B - 8,000 feet MSL to but not including FL 180.

**Time of Use:** Intermittent by NOTAM.

**Controlling Agency:** FAA Salt Lake City Air Route Traffic Control Center (ARTCC).

**Using Agency:** 124th Tactical Reconnaissance Group, Idaho Air National Guard, Gowen Field, Boise, Idaho 83705.

Using Agency: 124th Tactical Reconnaissance Group, Idaho Air  
National Guard, Gowen Field, Boise, Idaho 83705.

CLASS II NOTAM

SPECIAL AIR TRAFFIC CONTROL PROCEDURES  
FOR HYANNIS, NANTUCKET AND MARTHA'S VINEYARD

Effective: May 15, 1984

Due to the historically heavy volume of air traffic generated during the summer season and other occasional periods at the Hyannis, Nantucket and Martha's Vineyard Airports, the Federal Aviation Administration will implement special Air Traffic Control procedures for Visual Flight Rule (VFR) aircraft and, when necessary, a flow management program that uses flow control procedures to help maintain a safe, orderly and equitable flow of air traffic during those impacted Instrument Flight Rules (IFR) periods as identified. Pilots are cautioned to be extremely alert for a high volume of VFR traffic operating daily to and from the Hyannis, Nantucket and Martha's Vineyard Airports. Additionally, pilots are cautioned to expect delays up to 2 hours on those days when the demand at any or all of the aforementioned airports exceeds the individual capacity levels.

Control Towers:

Hyannis Tower:

Operation from 0600 to 2200 \*EDT 7 days a week. (5/15 - 9/15) 0600 to 2300  
\*EDT 7 days a week. Primary frequencies are:

\*\* ATIS: 123.8, Ground Control 121.9, Tower 119.5.

Martha's Vineyard Tower:

Operation from 0700 to 2200 EDT 7 days a week (5/23 - 9/11). Primary frequencies are:

Ground Control 121.8, Tower 121.4

Nantucket Tower:

Operation from 0600 to 2100 EDT 7 days a week. (5/15 - 9/15) 0600 to 2200 EDT  
7 days a week. Primary frequencies are:

ATIS: 126.6, Ground Control 121.7, Tower 118.3.

VFR Enroute/Holding

Note:

1. Arrival aircraft will be expected to know and use those VFR reporting and VFR holding points as depicted, so as to be able to proceed as instructed by the responsible air traffic control facility in control of their aircraft.

\* Eastern Daylight Time

\*\*Automated Terminal Information Service (ATIS)

2. Arrival aircraft are instructed to first listen to the ATIS, where available, and then contact the pertinent tower when 10 to 15 miles from the airport. In lieu of the ATIS broadcast those aircraft destined to Martha's Vineyard are requested to monitor the tower frequency 20 to 30 miles from the airport and then advise the tower on initial contact (10-15 miles out) they "have numbers".

3. Aircraft enroute Hyannis Airport from the Sagamore Bridge, Martha's Vineyard and Cotuit areas are advised to use caution due to military helicopters and jet aircraft on an Instrument Landing System (ILS) approach to Runway 23 at the Otis Air National Guard Base.

4. Departure aircraft will be expected to know those VFR reporting points depicted, and proceed as instructed by the Air Traffic Control Tower (ATCT) in control of their aircraft.

5. Pilots with 2-way radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by transmitting on frequency 122.1 and listening on the appropriate Visual Omni Range (VOR) frequency. Non-radio equipped aircraft are urged to close their flight plans with Bridgeport FSS by telephone: 1-800-242-2377 (RI/MA) 1-800-972-2271 (CT). If you are unable to contact Bridgeport FSS, then you are requested to contact:

Concord FSS	1-800-325-1202
Lebanon FSS (toll)	603-298-8853
Bangor FSS (toll)	207-947-4028
Augusta FSS (toll)	207-622-6491
Houlton FSS (toll)	207-532-2475
Montpelier FSS	1-800-227-1840

HYANNIS AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Sandy Neck	North	North
Dennis Drive-In	Northeast	Northeast
Sagamore Bridge	Northwest	Northwest
Coutit	West	Southwest
Dennisport	East	Southeast

ATIS: 123.8

Tower: 119.5

MARTHA'S VINEYARD

Arrival Points	Arrival Direction	Holding Direction
Woods Hole	North	Northwest
Oak Bluffs	Northeast	East
Bourne Bridge	West	West
Cuttyhunk Island	West	Southwest
Katama Airpark	Southeast	South

ATIS: None

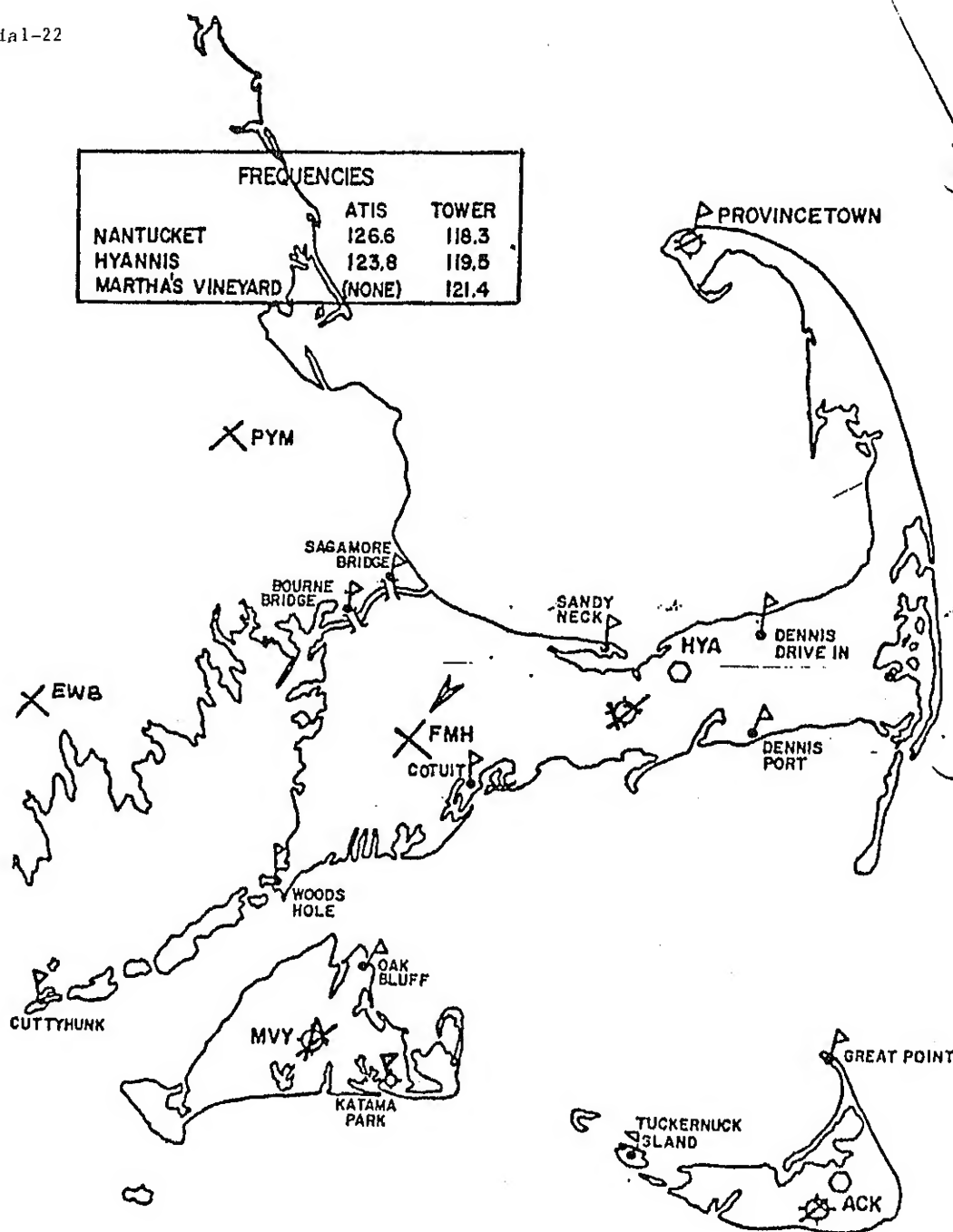
Tower: 121.4

NANTUCKET AIRPORT

Arrival Points	Arrival Direction	Holding Direction
Great Point	North	East
Tuckernuck Island	West	Southwest

ATIS: 126.6

Tower: 118.3



# LEGEND

△ VFR HOLDING/REPORTING POINTS

NOTE! CHART NOT TO SCALE AND IS NOT TO BE USED FOR NAVIGATION

IFR TRAFFIC:

In an effort to minimize and equalize Instrument Flight Rule (IFR) arrival delays at the Cape and Islands Airports during the 1984 summer traffic season, Otis Terminal Radar Approach Control (TRACON) will institute a Flow Management Program beginning May 10, 1984. While it is anticipated that the greatest need for these procedures will exist during marginal Visual Flight Rule (VFR) or IFR weather conditions, excessive IFR traffic demand alone could warrant their implementation. The Program will only be activated when anticipated demand exceeds the airport or the air traffic control system's capacity.

The Program, when activated, implements flow management procedures whereby Air Traffic Control (ATC) detains aircraft on the ground until the ATC system can absorb the flight(s) with minimal arrival delay. The program for the Cape and Islands Airports will be administered by the Otis TRACON. It will serve a threefold purpose:

1. Equitable delay assignments.
2. User fuel conservation.
3. Prevention of air traffic saturation.

Briefly, when a delay situation exists, Otis will calculate and assign ground delays to IFR traffic departing airports destined for the Cape and Islands Airports. The ground delays will be predicated on the flight planned estimated time of arrival (ETA) at the effected Cape and Islands Airport and will be assigned equitably by hourly segments or portions thereof. The pilot will be advised of these delays by the issuance of a release time. Adherence to release times is critical to the success of this program.

For this program to achieve an efficient level of performance with resultant user benefits, pilots should abide by the following guidelines:

1. Refrain from attempting to file flight plans in the air or refiling in the air to Nantucket, Hyannis or Martha's Vineyard. The efficient handling of a flight is compromised when an air file is initiated. The successful processing of an air filed flight plan will not eliminate the application of delay factors during delay situations. Equitable distribution of delay necessitates application of delay factors to airborne aircraft and aircraft on the ground impartially. It is entirely possible that in a delay situation an air file aircraft could have a delay factor that would exceed the aircraft's fuel endurance and necessitate an interim landing.

The system recognizes there is always the potential for air filing and is structured to accommodate such activity. The pilot however must be aware that air filing will detract from this program's overall efficiency by reducing Air Traffic systems handling capacity due to:

- A. Significant increases in workload.
  - B. Frequency congestion created during impacted traffic periods.
2. Include the estimated time enroute (ETE) in all flight plans. Program management and performance monitoring will be dependent upon complete and accurate flight plan information. The ETE is most critical.
  3. Pilots/companies should file extra sections only when needed and then - at least one (1) hour in advance of departure whenever possible. This lead-time will permit effective system adjustments. Less than 1 hour could compromise delay factors and traffic management many hours later.

IFR DEPARTURES:

When flow management procedures are in effect, traffic destined to the Cape and Islands can expect to be issued a release time by ATC. For airports other than New Bedford, Hyannis, Martha's Vineyard and Nantucket, departure must be accomplished no earlier than 5 minutes prior to and no later than 15 minutes after release time to insure effective application of the program. The excepted airports above, due to their short flight times, departure must be accomplished no earlier than 5 minutes before and no later than 5 minutes after. Nonadherence to these departure "windows" is a critical consideration and could result in an additional delay when system adjustments are made.

Delay information/release times may be obtained prior to engine start through the Flight Service Station (FSS) or Tower. Pilots are urged to solicit this information and thus more effectively plan passenger boarding.

Pilots are encouraged to file flight plans to the impacted airports as early as possible - 2 to 3 hours prior to departure if feasible--to aid in minimizing the frequency of program adjustments. This will result in less impact on the user since, of necessity, the ground delay factors are projected at least 2 to 3 hours into the future.



NOTICE TO AIRMEN

MERCED ANNUAL ANTIQUE FLY-IN  
JUNE 1, 2, & 3, 1984  
MERCED, CA

AIR TRAFFIC/AIRPORT INFORMATION, MERCED TERMINAL AREA. The annual Merced Antique Fly-In (June 1, 2, & 3, 1984) will generate a large volume of air traffic, with peak arrival traffic occurring Friday afternoon and Saturday morning. The heaviest arrival period is expected to be between 10 AM - 12 NOON on Saturday morning. Peak departure periods will be immediately following the air show on Saturday and Sunday.

To accommodate the expected heavy departure demand, arrivals to the Merced Airport will not be permitted for the first 1 1/2 hours following the airshow on Saturday.

TRSA INFORMATION. Although the Merced Municipal Airport does not lie within a TRSA, it is located approximately 1/2 mile west of the Merced TRSA which encompasses the arrival/departure paths at Castle AFB. Heavy military jet aircraft, including B-52's and KC-135's operate within this area. Alternate routes around this TRSA are suggested since wake turbulence from large jet aircraft can be expected. Detailed information can be found in the San Francisco Sectional Chart.

TOWER HOURS OF OPERATION DURING FLY-IN.

Friday - 12 PM to 8 PM  
Saturday - 7 AM to 8 PM  
Sunday - 7 AM - 8 PM

ARRIVAL PROCEDURES. All arriving aircraft should listen to ATIS on Merced VOR frequency 114.2 MHZ prior to entering traffic pattern. All traffic should make a normal entry from the west to the left downwind leg for runway 30. Aircraft should sequence themselves when entering downwind, and listen on the tower frequency 121.0 MHZ. Do not initiate radio contact with the tower until on final approach. If the preceding aircraft is landing on the left side, plan to land on the right side and vice versa. After landing, taxi off the runway as soon as possible. Expeditious clearing of the runway is necessary due to landing traffic behind you. Follow instructions of ground personnel for parking.

IFR arrivals can expect lengthy delays.

DEPARTURES. Immediately following the airshow on Saturday, the field will be open only for departures for the first 1 1/2 hours. The exact time periods will be included in a local NOTAM. All takeoffs must be made from the end of the runway. WATCH FOR FLAGMAN. Do not call the tower for clearance. Departures on left side of runway 30, make left turn out. Departures on right side of runway 30, make straight out or right downwind departure. Right turn outs - remain within 1 mile of runway on downwind. IFR departures can expect lengthy delays. While taxiing out, monitor ground frequency 121.8 MHZ. Change to tower frequency 121.0 MHZ prior to taking the runway.

FLY BY'S. All pilots must be briefed in advance on procedures for fly-by's at Merced, by the Fly-By Committee. All fly-by's should be made at least 500' west of the runway.

FLIGHT PLAN AND WEATHER SERVICES. VFR aircraft are requested to cancel flight plans with Fresno Flight Service Station when approaching the Merced Airport or immediately after landing. Use 122.1 MHZ and receive on MCE VOR FQCY 114.2 MHZ. If on the ground, flight plans may be closed, filed, or weather briefings received from Fresno FSS by dialing local telephone number 722-2691.

SAFETY BULLETIN. All participating pilots should be ALERT, CAUTIOUS, and OBSERVANT to all aspects of safe operation. The following items are emphasized for safety:

1. Sequence yourself when entering downwind. Remember: many aircraft may not have two-way radio capability; there will be numerous aircraft types and airspeeds from the slower home-builts to the larger and faster WAR BIRDS.
2. After landing, taxi off the runway as soon as possible and follow the signals and directions of the Parking Officials.
3. Remember, many spectators may not realize the fatal power of an invisible prop. DO NOT OPERATE ENGINE in display parking areas. Follow the instructions provided by the Parking Officials.
4. If you do not have a radio, follow the traffic pattern and watch for light signals from the tower.

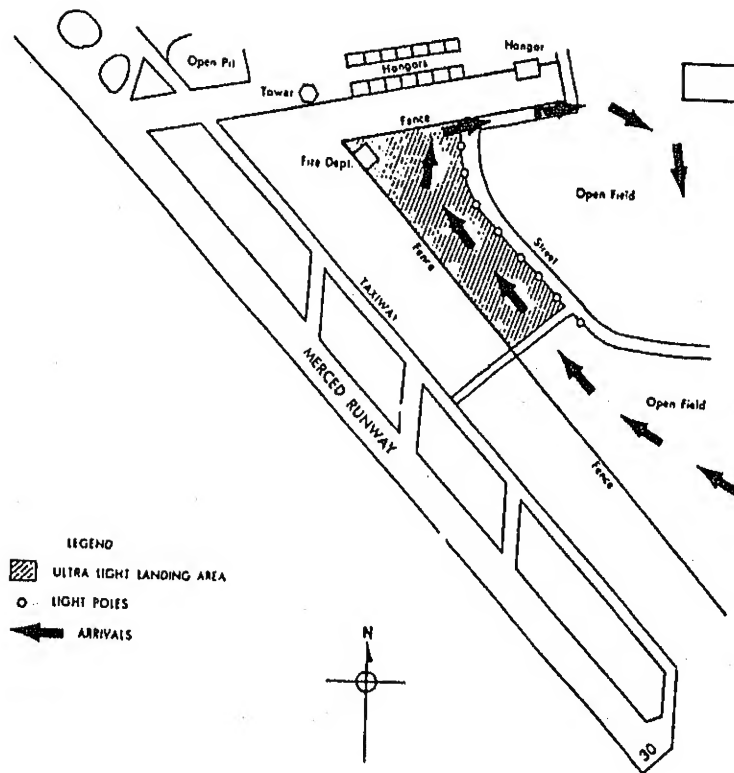
FIELD CLOSURE PERIODS. The airport will be closed for an air show on Saturday and Sunday afternoons. The exact closure times will be issued via NOTAM.

Immediately following the airshow on Saturday, the field will be CLOSED TO ARRIVALS AND OPEN ONLY FOR DEPARTURES for the first 1 1/2 hours.

ULTRALIGHTS. A special landing/departing area has been set aside on the airport, for ultralights. See attached graphic.

MERCED ANNUAL ANTIQUE FLY-IN  
MERCED, CALIF.

ULTRA-LIGHT LANDING AREA



### SPECIAL MILITARY ACTIVITY

The graphic identifies IFR Military Training Routes and Military Operations Area within which the Department of Defense (DOD) conducts periodic operations involving unmanned aerospace vehicles. These vehicles are escorted by military fighter type aircraft which, as necessary, exercise override flight control of these unmanned vehicles. Status of these routes and areas may be obtained by contacting the FAA/DOD facility on designated frequencies along the routes and as depicted on this graphic. The lateral limits of these specified routes will be shown by the Special Use Airspace Symbol, and altitudes for specified route segments will be shown on the 35th Edition of the Los Angeles Sectional effective 8/30/84 and the 32nd Edition of the Las Vegas Sectional effective 9/27/84.

Refer to DOD Flight Information Publication, Area Planning AP/1B for more details. These routes are also shown on the following charts.

1. IFR Wall Planning Chart - West
2. Enroute Low Altitude Charts, L-3, 5
3. Las Vegas and Los Angeles Sectional Aeronautical Charts

Hours of Operation: Sunrise - Sunset by NOTAM

Altitude Range: 500 AGL to 12,000 MSL (see graphic for altitudes for specified segments of the routes, altitudes in MOA's not depicted.

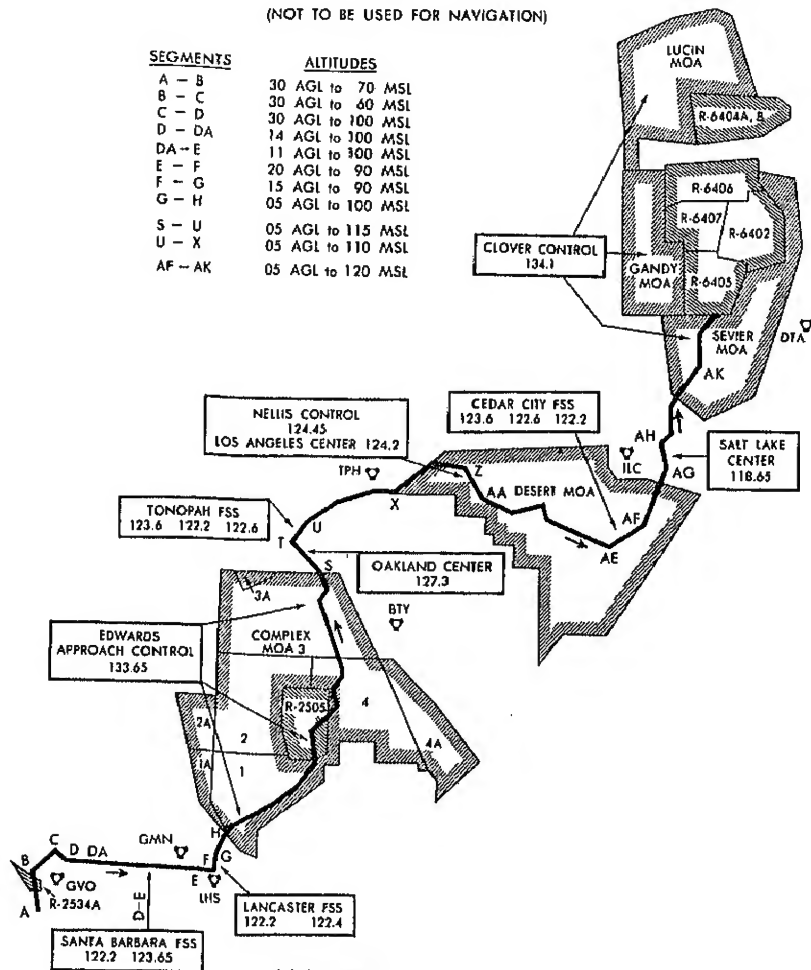
Tie-FSS Lancaster (WJF), California

PILOTS ARE URGED TO REVIEW ALL APPLICABLE NOTAMS PRIOR TO CONDUCTING FLIGHT

SPECIAL MILITARY ACTIVITY  
IR-200

(NOT TO BE USED FOR NAVIGATION)

<u>SEGMENTS</u>	<u>ALTITUDES</u>
A - B	30 AGL to 70 MSL
B - C	30 AGL to 60 MSL
C - D	30 AGL to 100 MSL
D - DA	74 AGL to 700 MSL
DA - E	11 AGL to 300 MSL
E - F	20 AGL to 90 MSL
F - G	15 AGL to 90 MSL
G - H	05 AGL to 100 MSL
S - U	05 AGL to 115 MSL
U - X	05 AGL to 110 MSL
AF - AK	05 AGL to 120 MSL



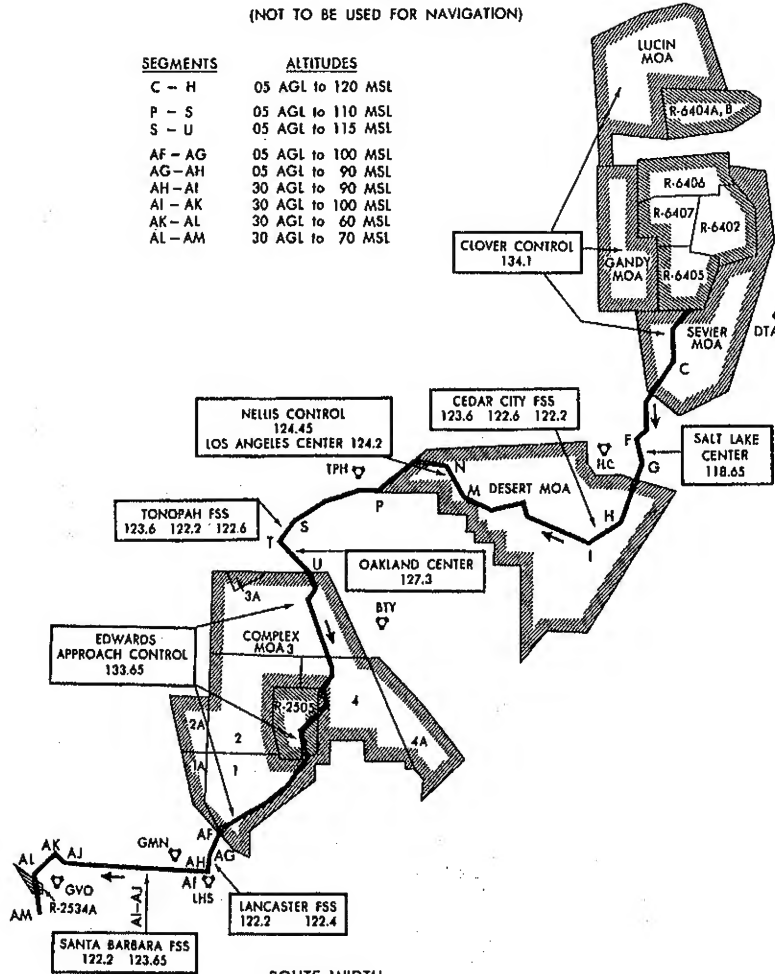
## ROUTE WIDTH:

4 NM either side of centerline from A to R. 7 NM left and 4 NM right of centerline from R to S. 7 NM either side of centerline from S to T. 4 NM either side of centerline from T to AF. 7 NM left and 4 NM right of centerline AF to AG. 7 NM left and 10 NM right of centerline AG to A1. 4 NM either side of centerline from A1 to AM.

SPECIAL MILITARY ACTIVITY  
IR-425

(NOT TO BE USED FOR NAVIGATION)

<u>SEGMENTS</u>	<u>ALTITUDES</u>
C - H	05 AGL to 120 MSL
P - S	05 AGL to 110 MSL
S - U	05 AGL to 115 MSL
AF - AG	05 AGL to 100 MSL
AG - AH	05 AGL to 90 MSL
AH - AI	30 AGL to 90 MSL
AI - AK	30 AGL to 100 MSL
AK - AL	30 AGL to 60 MSL
AL - AM	30 AGL to 70 MSL



## ROUTE WIDTH:

**ROUTE WIDTH:**  
4 NM either side of centerline from A to E; 10 NM left and 7 NM right of centerline from E to G; 4 NM left and 7 NM right of centerline from G to H; 4 NM either side of centerline from H to T; 7 NM either side of centerline from T to U; 4 NM left and 7 NM right of centerline from U to V; 4 NM either side of centerline from V to AM.

Effective June 20-23, 1984

Cherry 1 MOA, NC (New)

Boundaries. Beginning at lat. 34°35'00"N., long. 77°28'00"W.;  
to lat. 34°34'45"N., long. 77°23'00"W.;  
to lat. 34°33'00"N., long. 77°19'00"W.;  
to lat. 34°30'20"N., long. 77°15'50"W.;  
thence southwest 3 miles from the parallel to the coast  
to lat. 34°23'30"N., long. 77°30'00"W.;  
to lat. 34°28'30"N., long. 77°35'30"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to 3,000 feet MSL and 13,000 feet MSL to, but not including FL 180.

Times of Use. Intermittent, 0800 to 1600 local, June 20-23, 1984.

Controlling Agency. Washington ARTCC, VA.

Using Agency. Commanding General, Second Marine Aircraft Wing,  
MCAS Cherry Point, NC

Cherry 2 MOA, NC (New)

Boundaries. Beginning at lat. 34°51'00"N., long. 77°06'00"W.;  
to lat. 34°42'00"N., long. 76°55'00"W.;  
to lat. 34°42'00"N., long. 76°56'00"W.;  
to lat. 34°38'00"N., long. 76°56'00"W.;  
thence southwest 3 miles from the parallel to the coast  
to  
to lat. 34°35'00"N., long. 77°09'00"W.;  
to lat. 34°45'00"N., long. 77°16'00"W.;  
to lat. 34°50'00"N., long. 77°10'00"W.;  
thence to the point of beginning.

Altitudes. 100 feet AGL up to but not including 1,200 feet MSL.

Times of Use. Intermittent, 0800 to 1600 local, June 20-23, 1984.

Controlling Agency. Washington ARTCC, VA.

Using Agency. Commanding General, Second Marine Aircraft Wing,  
MCAS Cherry Point, NC

Cherry 3 MOA, NC (New)

Boundaries. Beginning at lat. 35°08'30"N., long. 76°51'00"W.;  
to lat. 35°23'00"N., long. 76°35'00"W.;  
to lat. 35°18'10"N., long. 76°27'00"W.,  
to lat. 35°36'30"N., long. 76°02'00"W.,  
to lat. 35°38'30"N., long. 76°01'30"W.,  
to lat. 35°43'30"N., long. 76°36'00"W.;  
to lat. 35°19'30"N., long. 77°01'40"W.;  
thence to the point of beginning.

Altitudes. 8,000 feet MSL up to but not including FL 180.

Times of use. Intermittent, 0800 to 1600 local, June 20-23, 1984

Controlling agency. Washington ARTCC, VA.

Using agency. Commanding General, Second Marine Aircraft Wing,  
MCAS Cherry Point, NC

Cherry 4 MOA, NC (New)

Boundaries. Beginning at lat. 35°05'00"N., long. 76°05'00"W.;  
to lat. 35°00'00"N., long. 76°01'00"W.;  
thence southwest 3 miles from and parallel to the coast  
to  
to lat. 34°43'30"N., long. 76°22'30"W.;  
to lat. 34°47'00"N., long. 76°25'00"W.;  
thence to the point of beginning.

Altitudes. 3,000 feet MSL up to but not including FL 180.

Times of use. Intermittent, 0800 to 1600 local, June 20-23, 1984.

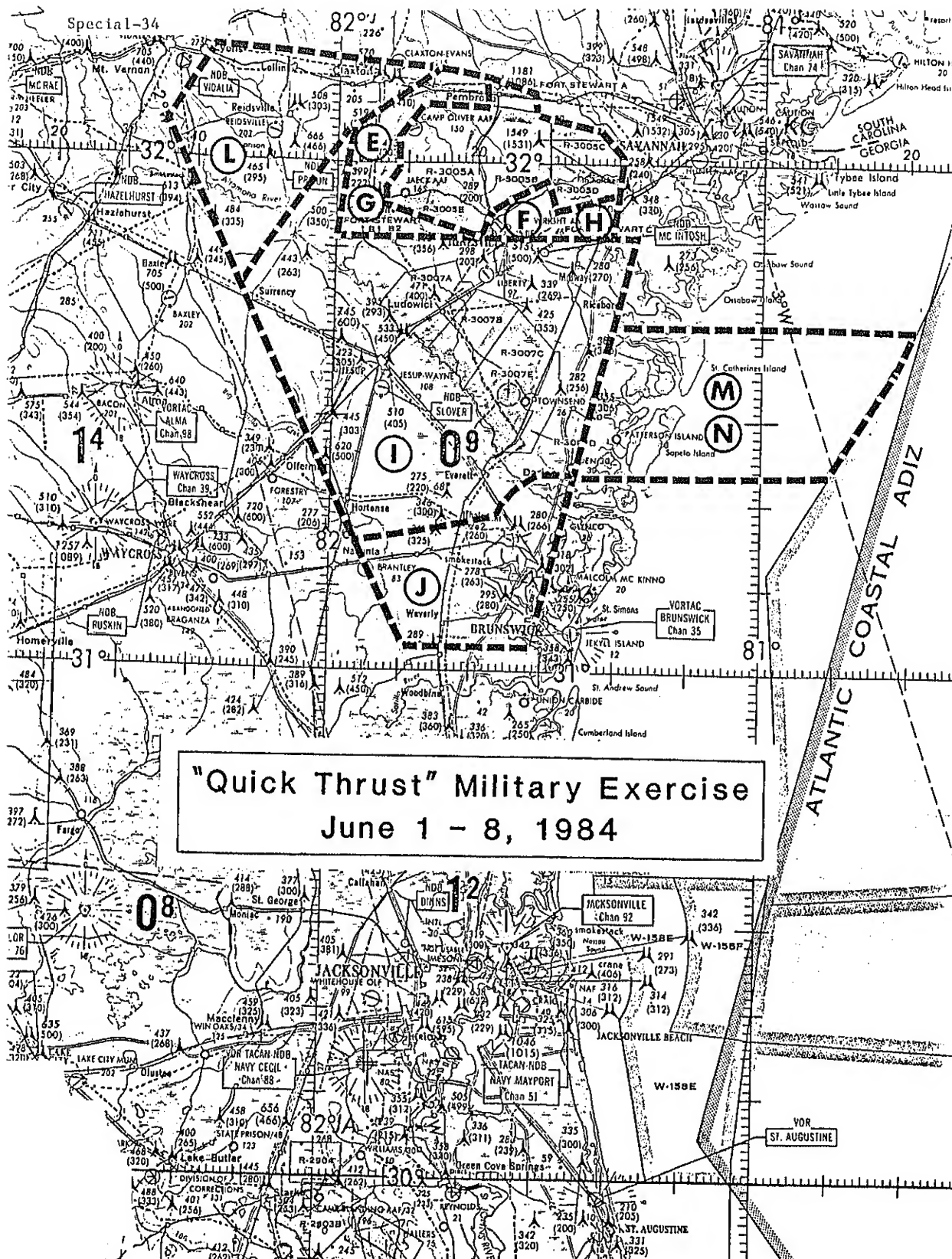
Controlling agency. Washington ARTCC, VA

Using agency. Commanding General, Second Marine Aircraft Wing,  
MCAS Cherry Point, NC



### Military Exercise "Quick Thrust"

A large scale military exercise "Quick Thrust" is scheduled for June 1-8, 1984 in the Savannah Georgia area utilizing the Stewart and Quick Thrust MOA's and restricted areas R-3005 and R-3007. Nonparticipating aircraft can expect to encounter significant numbers of military jet and turboprop aircraft entering and exiting exercise airspace and should exercise extreme caution when transiting this area. Real time exercise airspace status advisories can be obtained by contacting Savannah Approach, Jacksonville Center or Savannah Flight Service. Pilots are advised to check local charts and NOTAMS for actual altitudes and times of use.







# ABBREVIATIONS

Note: An "s" may be added for plural. Abbreviations used in FDC NOTAMS are italicized.

<p><b>A</b></p> <p><i>I</i> ..... and</p> <p>AAS ..... Airport Advisory Service</p> <p>A/C ..... Approach Control</p> <p>acft ..... aircraft</p> <p>ACR ..... Air Carrier</p> <p>ADF ..... Automatic Direction Finder</p> <p>AER ..... Approach End Runway</p> <p>AGL ..... above ground level</p> <p>AIM ..... Airman's Information Manual</p> <p>ALS ..... Approach light system</p> <p>ALSF-1 ..... Standard 2400' High-Intensity Approach Lighting System with Sequenced Flashers, Category I Configuration</p> <p>ALSF-2 ..... Standard 2400' High-Intensity Approach Lighting System with Sequenced Flashers, Category II Configuration</p> <p>alt ..... altitude</p> <p>altm ..... altimeter</p> <p>altn ..... alternate</p> <p>ALSTG ..... altimeter setting</p> <p>amdt ..... amendment</p> <p>apch ..... approach</p> <p>apchg ..... approaching</p> <p>aprx ..... approximate</p> <p>arpt ..... airport</p> <p>arr ..... arrive or arrival</p> <p>ARSR ..... Air Route Surveillance Radar</p> <p>ARTCC ..... Air Route Traffic Control Center</p> <p>ASDE ..... airport surface detection equipment</p> <p>ASR ..... Airt Surveillance Radar</p> <p>ATC ..... air traffic control</p> <p>ATCT ..... air traffic control tower</p> <p>ATIS ..... Automatic Terminal Information Service</p> <p>avbl ..... available</p> <p>awy ..... airway</p>	<p>daylt ..... daylight</p> <p>dcmnd ..... decommissioned</p> <p>DDT ..... Runway weight bearing capacity for aircraft with double dual tandem type landing gear</p> <p>degs ..... degrees</p> <p>dep ..... depart; departure</p> <p>DF ..... direction finder</p> <p>DH ..... decision height</p> <p>DME ..... UHF standard TACAN compatible distance measuring equipment</p> <p>dsptcd ..... displaced</p> <p>dste ..... distance</p> <p>DT ..... Runway weight bearing capacity for aircraft with dual tandem type landing gear</p> <p>durg ..... during</p> <p>DVFR ..... Defense Visual Flight Rule</p> <p><b>E</b></p> <p>E ..... east</p> <p>EFAS ..... Enroute Flight Advisory Service</p> <p>elev ..... elevation</p> <p>emerg ..... emergency</p> <p>equip ..... equipment</p> <p>excp ..... except</p> <p><b>F</b></p> <p>FAF ..... final approach fix</p> <p>FAR ..... Federal Aviation Regulation</p> <p>FDC ..... Flight Data Center</p> <p>FI/P ..... flight information (permanent)</p> <p>FI/T ..... flight information (temporary)</p> <p>FL ..... Flight Level</p> <p>FM ..... fan marker</p> <p>freq ..... frequency</p> <p>FSS ..... Flight Service Station</p> <p>ft ..... feet</p> <p><b>Q</b></p> <p>govt ..... government</p> <p>GS ..... glide slope</p> <p>GWT ..... gross weight</p> <p><b>H</b></p> <p>HAA ..... height above airport</p> <p>HAT ..... height above touchdown</p> <p>HIRL ..... High Intensity Runway Lights</p> <p>hol ..... holiday</p> <p>hwy ..... highway</p> <p><b>I</b></p> <p>IAF ..... Initial approach fix</p> <p>IAP ..... Initial approach procedure</p> <p>ident ..... identification</p> <p>IF ..... Intermediate fix</p> <p>IFR ..... Instrument Flight Rules</p> <p>IFSS ..... International Flight Service Station</p> <p>ILS ..... instrument landing system</p> <p>info ..... information</p> <p>inop ..... inoperative</p> <p>Int ..... intersection</p> <p>Intl ..... international</p> <p>Intsl ..... intensity</p> <p>ISMLS ..... Interim Standard Microwave Landing System</p>	<p><b>J</b></p> <p>J-bar ..... jet runway barrier</p> <p><b>K</b></p> <p>kHz ..... kilohertz</p> <p><b>L</b></p> <p>L ..... left (used only to designate rwy) eg rwy 12L</p> <p>lat ..... latitude</p> <p>lbs ..... pounds (weight)</p> <p>lcld ..... located</p> <p>LDA ..... Localizer type directional aid</p> <p>LDIN ..... Load-in Lighting System</p> <p>lgtd ..... lighted</p> <p>LMM ..... compass locator at middle marker ILS</p> <p>ldng ..... landing</p> <p>loc ..... localizer</p> <p>LOM ..... compass locator at outer marker ILS</p> <p>long ..... longitude</p> <p>LRO ..... Limited Remote Communications Outlet</p> <p><b>M</b></p> <p>MAA ..... maximum authorized altitude</p> <p>mag ..... magnetic</p> <p>maint ..... maintain, maintenance</p> <p>MALS ..... Medium Intensity Approach Light System</p> <p>MALSR ..... Medium Intensity Approach Light System with Runway Alignment Indicator Lights</p> <p>MAP ..... missed approach point</p> <p>max ..... maximum</p> <p>MAC ..... minimum crossing altitude</p> <p>MDA ..... minimum descent altitude</p> <p>MEA ..... minimum enroute IFR altitude</p> <p>MHz ..... megahertz</p> <p>min ..... minimum or minute</p> <p>MIRL ..... Medium Intensity Runway Edge Lights</p> <p>MLS ..... Microwave Landing System</p> <p>MM ..... middle marker ILS</p> <p>MOCA ..... minimum obstruction clearance altitude</p> <p>MRA ..... minimum reception altitude</p> <p>MSA ..... minimum safe altitude</p> <p>MSL ..... mean sea level</p> <p>muni ..... municipal</p> <p><b>N</b></p> <p>N ..... north</p> <p>NA ..... not authorized</p> <p>natl ..... national</p> <p>navaid ..... navigational aid</p> <p>NDB ..... Non-directional Radio Beacon</p> <p>NM ..... nautical mile(s)</p> <p>NOPT ..... no procedure turn required</p> <p><b>O</b></p> <p>obstr ..... obstruction</p> <p>ODALS ..... Omnidirectional Approach Lighting System</p> <p>OM ..... outer marker ILS</p> <p>oper ..... operate</p> <p>opn ..... operation</p> <p>orig ..... original</p> <p>OTS ..... Out of Service</p> <p>ovrn ..... overrun</p> <p><b>P</b></p> <p>PAR ..... Precision Apch Radar</p> <p>pat ..... pattern</p> <p>permy ..... permanently</p> <p>PPR ..... Prior Permission Required</p> <p>proc ..... procedure</p>	<p><b>Q</b></p> <p>quad ..... quadrant</p> <p><b>R</b></p> <p>R ..... right (used only to designate rwy) eg. rwy 18R</p> <p>RADAR ..... Radio Detection and Ranging</p> <p>RAPCON ..... radar approach control (USAF)</p> <p>RCAG ..... Remote Center air/ground</p> <p>RCLS ..... Runway Centerline Lights System</p> <p>RCO ..... Remote Communications Outlet</p> <p>rcv ..... receive</p> <p>rcvg ..... receiving</p> <p>REIL ..... Runway End Identifier Lights</p> <p>req ..... request</p> <p>RNAV ..... Area Navigation</p> <p>RRP ..... Runway Reference Point</p> <p>restrd ..... restricted</p> <p>RTS ..... returned to service</p> <p>RVR ..... runway visual range</p> <p>RVRM ..... Runway Visual Range Midpoint</p> <p>RVRT ..... Runway Visual Range Touchdown</p> <p>RVR ..... Runway Visual Range Rollout</p> <p>RVV ..... runway visibility values</p> <p>rwy ..... Runway</p> <p>Nr ..... number</p> <p><b>S</b></p> <p>S ..... south</p> <p>S ..... Runway weight bearing capacity for aircraft with single-wheel type landing gear</p> <p>SDF ..... Simplified Directional Facility</p> <p>sec ..... second</p> <p>slc ..... surface</p> <p>SFL ..... Sequenced Flashing Lights</p> <p>SI ..... straight-in approach</p> <p>SM ..... statute mile(s)</p> <p>SR ..... sunrise</p> <p>SS ..... sunset</p> <p>SSALF ..... Simplified Short Approach Lighting System with Sequenced Flashers</p> <p>SSALS ..... Simplified Short Approach Lighting System</p> <p>SSALR ..... Simplified Short Approach Lighting System with Runway Alignment Indicator Lights</p> <p>STOL ..... Short take-off &amp; landing runway</p> <p>svc ..... service</p> <p><b>T</b></p> <p>T ..... true (after a bearing)</p> <p>TAC ..... Terminal Area Chart</p> <p>TACAN ..... UHF navigational facility—omni-directional course and distance information</p>	<p>TCA ..... Terminal Control Area</p> <p>TCH ..... Threshold Crossing Height</p> <p>tlc ..... traffic</p> <p>thr ..... threshold</p> <p>thru ..... through</p> <p>tkof ..... take-off</p> <p>tmply ..... temporarily</p> <p>tmpy ..... temporary</p> <p>TPA ..... Traffic Pattern Altitude</p> <p>TRACON ..... Terminal Radar approach control</p> <p>trml ..... terminal</p> <p>TRSA ..... Terminal Radar Service Area</p> <p>tsnt ..... transient</p> <p>TWEB ..... transcribed weather bcst</p> <p>twr ..... tower</p> <p>twy ..... taxiway</p> <p><b>U</b></p> <p>UHF ..... Ultra high frequency</p> <p>unavbl ..... unavailable</p> <p>unlgt ..... unlighted</p> <p>unmon ..... unmonitored</p> <p>unusbl ..... unusable</p> <p><b>V</b></p> <p>VASI ..... Visual Approach Slope Indicator</p> <p>VDP ..... visual descent point</p> <p>VFR ..... visual flight rules</p> <p>VHF ..... Very high frequency</p> <p>vis ..... visibility</p> <p>VOR ..... VHF Omni-Directional Radio Range</p> <p>VORTAC ..... Combined VOR and TACAN System</p> <p>VOT ..... a VOR Receiver testing facility</p> <p>vsby ..... visibility</p> <p><b>W</b></p> <p>W ..... west</p> <p>wea ..... weather</p> <p>wkday ..... weekday</p> <p>wkend ..... weekend</p> <p>wpt ..... waypoint</p> <p>WS ..... Weather Service</p> <p>wt ..... weight</p> <p><b>Z</b></p> <p>Z ..... Greenwich mean time</p>
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